Alberta Infrastructure

Annual Report 1999/2000

Alberta
INFRASTRUCTURE

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Preface

The Public Accounts of Alberta are prepared in accordance with the *Financial Administration Act* and the *Government Accountability Act*. The Public Accounts consist of the annual report of the Government of Alberta and the annual reports of each of the 18 Ministries.

The annual report of the Government of Alberta released in June contains the Provincial Treasurer's accountability statement, the consolidated financial statements of the Province and a comparison of the actual performance results to desired results set out in the government's business plan, including the *Measuring Up* report.

This annual report of the Ministry of Infrastructure contains the Minister's accountability statement, the audited consolidated financial statements of the ministry and a comparison of actual performance results to desired results set out in the ministry business plan. This Ministry annual report also includes:

- **the financial statements of entities making up the ministry including the Department of Infrastructure.**
- **other financial information as required by the *Financial Administration Act* and *Government Accountability Act*, either as separate reports or as part of financial statements, to the extent that the ministry has anything to report.**

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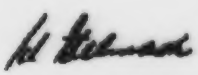
Minister's Accountability Statement

Alberta Infrastructure's Annual Report for the year ended March 31, 2000 was prepared under my direction in accordance with the *Government Accountability Act* and the government's accounting policies. All of the Government's policy decisions as at August 31, 2000 , with material economic or fiscal implications of which I am aware, have been considered in the preparation of this report.



Ed Stelmach
Minister
Alberta Infrastructure

Message from the Minister

I am pleased to present the first annual report for the new Ministry of Infrastructure. This ministry was formed on May 25, 1999 to unify responsibility for all infrastructure owned and supported by the Alberta Government.

Alberta Infrastructure was created to provide a more integrated approach to infrastructure management and to sharpen the focus on the government's infrastructure priorities. One of the main goals of the new ministry is to provide a single point of access for clients. Through innovative tools such as infrastructure management systems, the ministry will be able to monitor the condition and requirements of all infrastructure more effectively.

A Look Back: The Year in Review

In 1999/2000, Alberta Infrastructure set a high standard of excellence for itself by undertaking many initiatives. Here are some of our major accomplishments:

- The *Traffic Safety Act* received Royal Assent in the Spring of 1999, with proclamation proposed for 2001. This new act will enable the government to further enhance safety on Alberta's roadways.

- The Alberta Administrative Licence Suspension (AALS) Program was implemented whereby a driver charged with impaired driving now receives an automatic three-month suspension of his or her operator's licence.

- We commenced implementation of the recommendations of the Premier's Task Force on Infrastructure which called for substantial increased funding for municipal transportation infrastructure, a new funding formula for transportation grants to Edmonton and Calgary based on fuel sold within their jurisdictions, and the province's assumption of responsibility for secondary highways.

- We led the government-wide Capital Planning Initiative to develop improved data collection systems for infrastructure and an improved budgetary framework for managing multiple-year plans, and to implement divestiture of infrastructure no longer required for government purposes.

- The first multi-use campus, the Sylvan Lake School project, was approved for construction and is scheduled to open in the winter of 2000/01. It will serve Sylvan Lake and the surrounding communities and will accommodate 300 Kindergarten to grade nine students from the Red Deer Catholic system and 400 students from grades six to eight under the Chinook's Edge public system.

- Following the recommendations of the School Facilities MLA Task Force, Alberta Infrastructure commenced work on responding to the recommendations, including auditing the physical condition of Alberta's 1 460 schools. Over half of the audits were completed by the end of March 2000.

- Additional health care facilities' funding requirements were identified which resulted in an additional $70 million being allocated for new and replacement long-term care facilities and acute care facilities, and for additional health infrastructure maintenance and upgrading projects.

- Continued focus was placed on initiatives to increase transportation access to world markets, including the continued four-laning of the North-South Trade Corridor, negotiating the standardization of vehicle weights and dimensions along the CANAMEX (Canada—America—Mexico) Corridor, and the modernization of the grain handling and transportation system in Canada.

- There has been continued improvement of transportation for persons with mobility limitations through the department-sponsored Alberta Advisory Committee on Barrier-Free Transportation.

- The Traffic Safety Initiative continued with new efforts being made to increase awareness and enhance traffic safety, including the development of the "Kinetic Kids" cartoon characters; the implementation of a Traffic Safety in Alberta Web site; the introduction of a new snowmobile safety education kit, and the implementation of an enhanced Joint-Forces Checkstop Campaign.

A Look Forward

A number of priority initiatives were set in motion in 1999/2000 and will be carried forward into the future:

- The ministry will focus on improving and streamlining regulations to be included under the *Traffic Safety Act*. Development commenced on discussion papers related to proposed equipment standards and vehicle and operator licensing, and work will continue on the development of regulations that will support the new *Traffic Safety Act*.

- Disentanglement of roads within the province will continue as the ministry continues its work with municipalities to fully transfer responsibility for secondary highways to the province.

- Working with other ministries and key stakeholder groups, the planning and implementation of numerous capital projects involving schools, post-secondary institutions, seniors' lodges and health care facilities will continue to ensure that all Albertans have the most efficient and effective infrastructure possible.

- Four-laning of the North-South Trade Corridor will continue, with some major projects within the urban areas along the corridor slated for construction in the next few years. Projects like the Calgary Trail/Ellerslie Interchange in Edmonton and the Deerfoot Trail extension in Calgary will be put into service.

- About $10 million worth of surplus property was divested in 1999/2000. In the next three years, surplus government facilities and property valued in excess of $100 million will be sold. Properties still in program use are being reassessed to determine whether they are required for government programs on a long-term basis.

- Our commitment to improving accessibility to services for persons with disabilities will include an updated parking placard policy as well as better access to buildings under the ministry's responsibility.

Our ongoing relationships with our partners, stakeholders, and other ministries remain key to the success of this ministry. The programs and services we administer affect all Albertans and we are committed to providing the best possible infrastructure and traffic safety services within our means.

Ed Stelmach
Minister
Alberta Infrastructure

Management's Responsibility for Reporting

The Ministry of Infrastructure includes the Department of Infrastructure. The executives of the individual entities within the ministry have primary responsibility and accountability for those respective entities. Collectively, we ensure the ministry complies with all relevant legislation, regulations and policies.

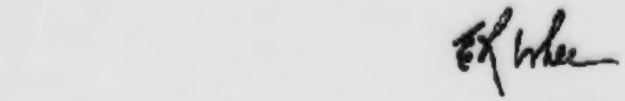
Ministry business plans, annual reports, performance results and the supporting management information are integral to the government's fiscal and business plans, annual report, quarterly reports and other financial and performance reporting.

Responsibility for the integrity and objectivity of the consolidated financial statements and performance results for the ministry rests with the Minister of Infrastructure. Under the direction of the Minister, I oversee the preparation of the ministry's annual report, including consolidated financial statements and performance results. The consolidated financial statements and the performance results, of necessity, include amounts that are based on estimates and judgements. The consolidated financial statements are prepared in accordance with the government's stated accounting policies.

As Deputy Minister, in addition to program responsibilities, I establish and maintain the ministry's financial administration and reporting functions. The ministry maintains systems of financial management and internal control which give consideration to costs, benefits, and risks that are designed to:

- provide reasonable assurance that transactions are properly authorized, executed in accordance with prescribed legislation and regulations, and properly recorded so as to maintain accountability of public money;
- provide information to manage and report on performance;
- safeguard the assets and properties of the province under ministry administration;
- provide Cabinet, Treasury Board, the Provincial Treasurer and the Minister with any advice and information needed to fulfill their responsibilities; and
- facilitate preparation of ministry business plans and annual reports required under the *Government Accountability Act*.

In fulfilling my responsibilities for the ministry, I have relied, as necessary, on the executive of the individual entities within the ministry.



Ed McLellan
Deputy Minister
Alberta Infrastructure

About Alberta Infrastructure

Ministry reorganization

On May 25, 1999, the Ministry of Infrastructure was formed by the unification of responsibility for the following areas:

- the former ministry of Transportation and Utilities (except Disaster Services);
- the former ministry of Public Works, Supply and Services (except the Office of the Chief Information Officer, and the division of Information Management and Technology Services);
- the School Facilities Branch, from the former ministry of Education; and
- Post-Secondary Facilities, from the former ministry of Advanced Education and Career Development, added in February 2000.

The ministry organization as at March 31, 2000 is illustrated in Table One that follows. Table Two illustrates where the changes occurred.

Table One: Alberta Infrastructure, Post-Reorganization

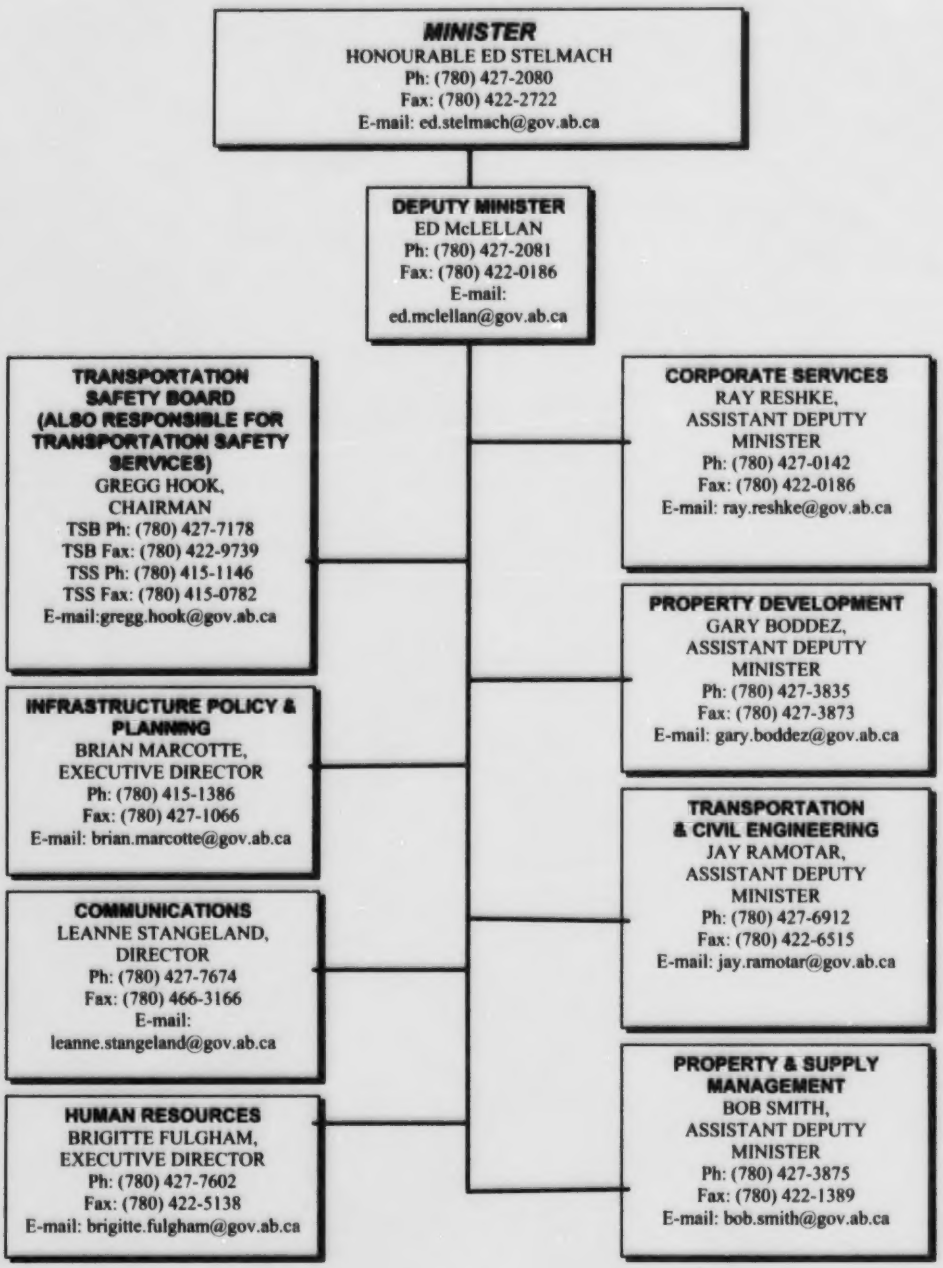
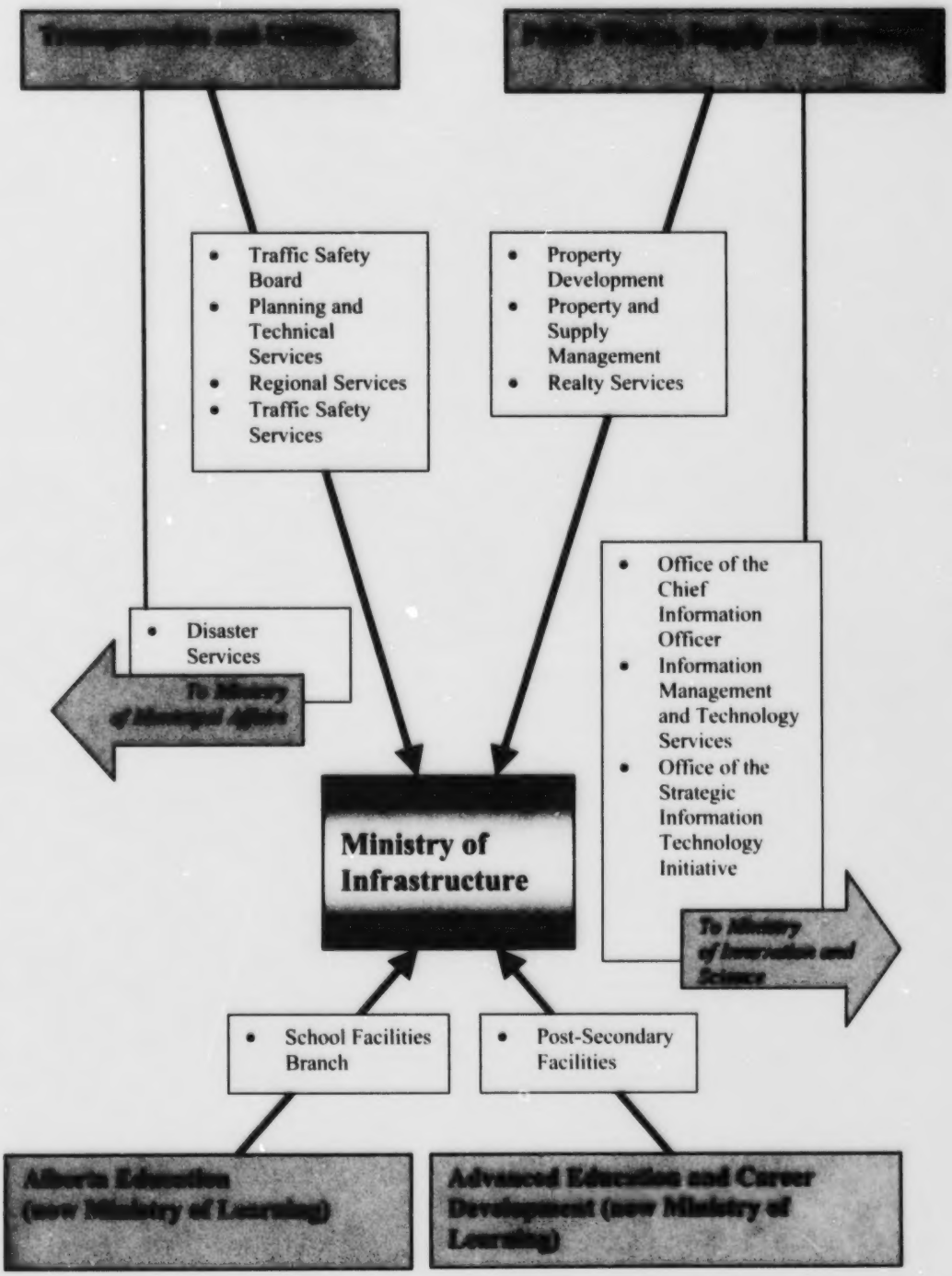


Table Two: Transfer of Responsibility, Post-Reorganization



Mission

Alberta Infrastructure contributes to Alberta's economic prosperity and quality of life through the provision of necessary, effective and safe infrastructure for all Albertans.

Mandate

Alberta Infrastructure is a multi-faceted organization responsible for infrastructure owned or supported by the Alberta Government. Its key responsibilities are to:

- provide safe and effective highways and support municipalities in the development and rehabilitation of local roads and bridges;
- ensure the safety of those travelling on Alberta's roadways through the provision of traffic safety education, awareness and enforcement programs;
- manage the development of schools, health care and water management facilities; and
- plan, construct, operate and maintain community service, cultural/historical, correctional, and other government facilities.

Core Businesses

- Improve road, driver and vehicle safety by delivering traffic safety education strategies; monitoring motor transport compliance with regulations; monitoring the handling and transport of dangerous goods; administering driver education and training programs; managing driver records and problem drivers; and implementing impaired driving programs;
- Provide government facilities and road infrastructure through planning, design, construction, rehabilitation, operation, maintenance and land management;
- Manage central services to all government departments, such as accommodation requirements, air transportation services, executive and government fleet operations, procurement, buildings, property acquisition and disposal; and
- Influence national and international policy in roads, rail, air, passenger, ports/marine and border crossing services, as well as represent Alberta's interests in internal and external trade agreements as they impact government procurement and transportation.

Deputy Minister's Message

Improving our Effectiveness and Operations

The past year has certainly been a challenging one. With the formation of the new Ministry of Infrastructure, the government has strengthened its ability to manage Alberta's infrastructure requirements. This amalgamation has allowed us to create a synergy in program and process administration, which has enabled us to share knowledge, skills and expertise throughout the ministry. This has been particularly evident in our infrastructure construction groups.

During the first quarter of 1999/2000, we focused on developing an organizational structure for the new ministry that would serve Albertans now and in the years to come. In developing our structure, we ensured that there were no negative impacts on programs or levels of service. We improved efficiency by amalgamating similar programs and services. Our plan for the future was approved by the Reorganization Secretariat in August of 1999 and we proceeded with implementation immediately.

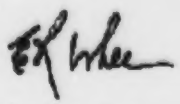
Through this consolidation of programs and services, we were able to reduce the number of senior executive positions that existed previously within the former ministries. The two Deputy Minister positions were reduced to one, and eight Assistant Deputy Minister positions were reduced to four. In addition, the number of Executive Director positions was reduced from the previous total of 25 for the two ministries to 16 for the new organization. The Communications and Human Resources branches that existed within the former ministries were also combined.

One of our primary objectives in carrying out our organizational plan was to eliminate any duplicate processes that resulted from the combination of two major departments. In this regard, the processes used for tendering and approval of contracts were amalgamated. A new mandate for the Contracts Review Committee was developed and put in place, which eliminated three previous committees involved in the review and approval of contracts for all services and tendered projects.

Work continued on improving other internal processes, including the implementation of new modules of the Infrastructure Management System. Early tendering of highway construction and rehabilitation projects continued and was successful for the second year, with over 60 percent of the 2000/01 projects tendered by the end of November 1999. Extensive consultation went into the review and updating of highway maintenance specifications and contracts in preparation for the re-tendering of this work as contracts begin to expire in 2000. All advertising for contract tenders is now being done on the national MERX Internet-based system.

We placed additional focus on the divestiture of surplus properties that are no longer required for government purposes. These funds will be reinvested in high-priority infrastructure requirements.

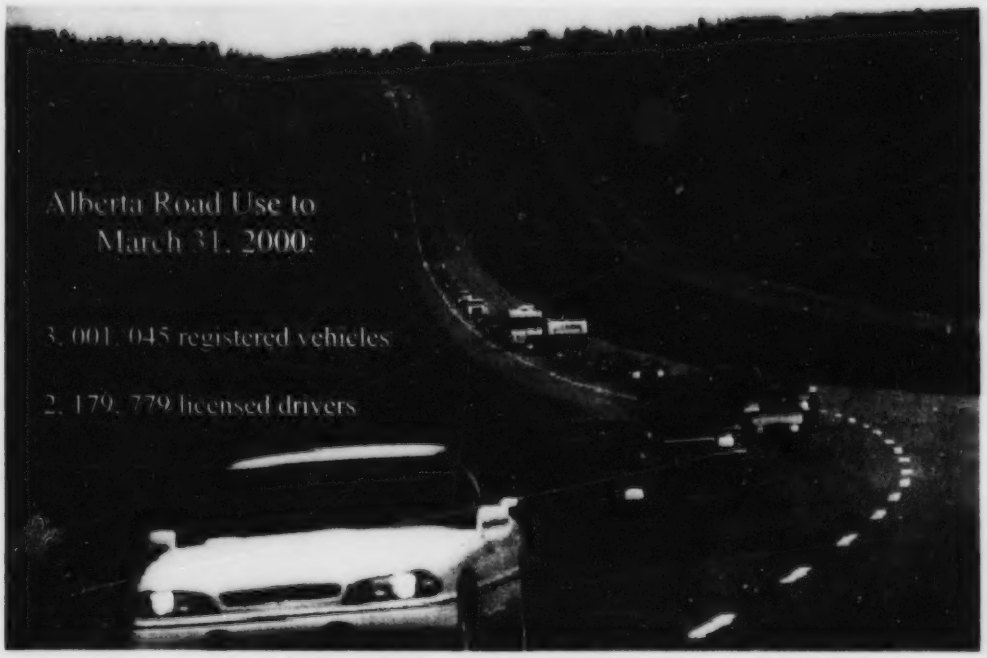
The reorganization meant significant changes for staff at Alberta Infrastructure and, as they have done in the past, they have shown their commitment to implementing the change as smoothly as possible. We continued our efforts to develop staff and improve morale through enhanced training programs and the revitalization of staff recognition and wellness programs. Alberta Infrastructure's staff commitment will carry us through a time of transition as we continue to improve efficiency and provide the best services we can to all Albertans.



Ed McLellan
Deputy Minister
Alberta Infrastructure

Results Analysis: Goals and Strategies

Goal One: Improving Transportation Safety



Transportation safety involves virtually every Albertan, from drivers and pedestrians and the carrier industry to law enforcement and governments at every level. Through numerous education, information and compliance initiatives, Alberta Infrastructure continued its efforts to make transportation in Alberta as safe as possible.

Initiatives to improve traffic safety

The **Traffic Safety Initiative** continued through various programs outlined below.

- The **Kinetic Kids** are animated characters which were launched in 1999 to promote traffic safety messages as part of the Walk the Talk program undertaken throughout the year.

- The **Walk the Talk About Back to School Safety Program,** an ongoing program aimed at enhancing the safety of students on their way to school, was updated this year to include new materials and involve higher grade levels, as well as incorporating family participation. Over 150 000 children participated this year, an increase of over 100 percent from last year.

- The **Traffic Safety in Alberta Web site** (www.saferoads.com) was launched October 6, 1999 to provide information on Alberta traffic safety initiatives, programs and issues.

- The **Summer Joint-Forces Checkstop Campaign** (an initiative of the ministry's "Drink and Drive and You're Going Nowhere Fast" campaigns) began in the summer of 1999, bringing together police officers from the Royal Canadian Mounted Police, the Calgary Police Service and the Edmonton Police Service. Checkstops were held in 1999 during the May and July long weekends in Edmonton and Calgary respectively, and during the August long weekend in Stony Plain, Devon, and Leduc. Over 10 000 vehicles were stopped at these sites.

- The **Snowmobile Safety Information and Education Program** was a joint effort of the ministry's Traffic Safety Initiative, the Royal Canadian Mounted Police and the Alberta Snowmobile Association.

- The ***Traffic Safety Act*** was revised as a result of stakeholder and public input after it was introduced during the Fall 1998 Sitting of the Alberta Legislature and later reintroduced and passed during the Spring 1999 session. Work commenced on new regulations that will support the act, with numerous discussion papers developed and distributed to solicit public input.

- The **Alberta Administrative Licence Suspension (AALS) Program** was implemented on December 1, 1999 and provides for:

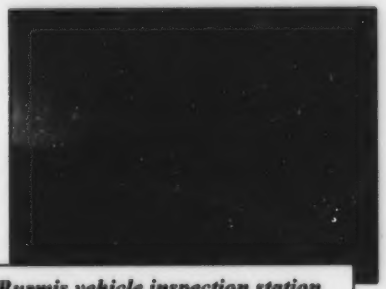
  - ⇒ automatic three-month operator's licence suspension or disqualification for drivers charged with providing a breath or blood sample with a blood alcohol content of more than 0.08, or refusing to give a breath or blood sample
  - ⇒ automatic six-month operator's licence suspension or disqualification if the offense caused bodily harm or death
  - ⇒ issue of a 21-day temporary permit to allow the driver to arrange his or her affairs prior to the commencement of suspension or disqualification.

- **Monitoring of drivers with impaired driving convictions** was extended to 10 years instead of the previous five. A first, second, and third conviction within a 10-year period will result in a suspension of one, three, or five years respectively.

- **Riding in the box of a pick-up truck** became illegal on February 1, 2000, with certain exemptions. Some 82 percent of the more than 800 Albertans who responded to a discussion paper on Rules of the Road were in favor of banning riding in truck boxes. The driver and/or any person riding in the box of a truck can now be fined $57 each.

- The development of a **new regulation under the *Railway Act*** commenced. It will address the design and safety requirements of rolling stock, tracks and crossings in accordance with common industry standards in order to ensure a uniform safety level for railways under provincial jurisdiction.

Monitoring the safety of the motor carrier industry



Burmis vehicle inspection station

In 1999/2000, Alberta Infrastructure monitored the safety of the motor carrier industry by:

- **inspecting in excess of 85 000 motor carrier vehicles** to check for safety violations and overload and overweight infractions. Inspection audits continued to target repeat offenders for further investigation and to provide assistance in improving their standards.

- **continuing to provide 24–hour information and emergency reporting assistance to the public** through the Dangerous Goods Coordination & Information Centre (CIC). The CIC responded to about 8 000 calls during 1999/2000.

- **monitoring 12 000 motor carriers with respect to their compliance with National Safety Code standards**, and when warranted, undertaking an enforcement role, conducting over 300 facility audits and investigations.

- **developing a partnership with the Alberta Trucking Industry Safety Association, the Workers' Compensation Board, and Transport Canada to develop and test fatigue management practices** for the motor carrier industry, and developing testing protocols for implementation in a pilot initiative in 2000/2001.

- **participating in the development of a Transportation Training and Development project** focusing on the development of a safety director program and a comprehensive professional driver program.

- **implementing a single-permit system for service rig safety** and participating in the development of a North American Cargo Securement Standard.

Goal Two: Planning, Developing and Managing Alberta's Infrastructure

Replacement of the East Arrowwood Syphon on the Carseland-Bow River Headworks System, 25 km southeast of Carseland and 40 km north of Vulcan. The syphon conveys water from the main canal across the East Arrowwood Creek valley.

Alberta Infrastructure has shown its commitment to effective planning by using innovative technology and management techniques and by considering the maintenance requirements of existing infrastructure as well as the need for new construction to support economic development and population changes.

Cross-government Capital Planning Initiative

This ministry continued to lead the cross-government Capital Planning Initiative, aimed at improving funding decisions for owned and supported infrastructure through an integrated view of planned and proposed funding within a context of related background information and performance measures at the beginning and end of the annual budget/business planning process.

Over the past year, the Capital Planning Initiative Committee has:

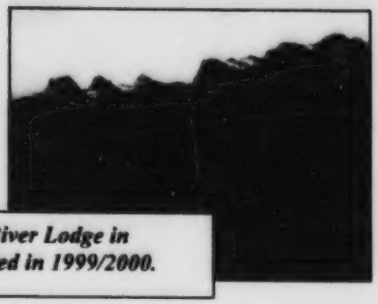
- developed a semi-annual Corporate Capital Overview document which supports the business planning process;
- reviewed existing infrastructure management systems and commenced development of a strategy for implementation of a government-wide infrastructure management system;
- developed key performance measures to report on the condition, utilization and functionality of all owned infrastructure; and
- developed a framework for assessing divestiture/alternate uses for surplus properties.

Planning and implementing new school facilities as well as modernization of existing school facilities

- The School Facilities MLA Task Force recommended an evaluation of the physical condition of the 1 460 schools in Alberta, half of which were completed by year-end. As a result, 33 priority projects were approved for funding to modernize building components and systems including heating, ventilation, electrical wiring, window and roof replacements, and health and safety items.
- A total of $140 million was provided for new construction, modernization, and restoration of schools across Alberta.
- A Steering Committee and a Coordinating Committee were established with representatives from education stakeholder groups in the fall of 1999 to implement the School Facilities MLA Task Force recommendations.
- Responsibility for the approval of provincial grants for preserving or expanding post-secondary learning facilities was transferred in February 2000.

Upgrading of seniors' lodges

- Under the Lodge Upgrading Program, an ongoing initiative to upgrade 121 existing seniors' lodges, 78 lodges have now been upgraded. Construction commenced on another six, and design started on 13 additional lodges. Program funding in 1999/2000 was $21.3 million.



Right: The Bow River Lodge in Canmore, upgraded in 1999/2000.

Investing in the development and maintenance of health facilities

- Of the additional $90 million allocated to health facilities and other health projects from the economic cushion, $70 million will be administered by Alberta Infrastructure and is earmarked for investment into:

  ⇒ long-term care facilities,
  ⇒ acute care and mental health facility replacement and redevelopment projects, and
  ⇒ additional health facility maintenance and upgrading.

  The remaining $20 million goes towards advanced medical equipment and long-term care strategies and will be administered by Alberta Health and Wellness.

Undertaking barrier-free transportation initiatives

- The ministry has acknowledged the need to ensure that its programs and services are accessible to persons with disabilities. It continues to be a national leader in facilitating improved transportation services and facilities for those who have difficulty travelling. At the request of the Advisory Committee on Barrier-Free Transportation, consisting of key stakeholders from interested groups across the province, the ministry initiated a comprehensive review of the province's placard policy, to ensure that those who most need special parking spots can access them.

Ensuring our highway infrastructure meets the needs of Albertans

Improving and rehabilitating the primary highway system is an ongoing priority that has become more challenging in light of Alberta's growing economy, an aging infrastructure system, increased traffic volume, and increased and heavier truck traffic.

- The ministry successfully delivered the 1999/2000 portion of the three-year primary highway construction and rehabilitation program as tabled in the Legislature in February 1999. During the year, the following key construction projects were undertaken:

  - ⇒ Highway 3: Town of Taber, Secondary Highway 864 to east of Highway 36 Northbound—urban four-laning/reconstruction totaling $6.7 million.
  - ⇒ Highway 901: Highway 24 to West Boundary Siksika Nation Indian Reserve—base and paving totaling $3.6 million.
  - ⇒ Highway 2: North of Secondary Highway 672 to North of Highway 43—four-laning totaling $6.7 million, with completion carried over into fiscal year 2000/01.
  - ⇒ Highway 2: McLennan East Corporate Limit to Highway 49—widening totaling $4.1 million.
  - ⇒ Highway 2A: Bridge Structure over Sheep River, Okotoks—completion of bridge structure for future four-laning, bridge component $0.7 million this year.
  - ⇒ Highway 11: Bridge Structure over Shunda Creek, East of Nordegg—replace existing structure totaling $0.8 million.
  - ⇒ Highway 63: South of Fort McMurray North City Limits to South of Poplar Creek—four-lane grading, totaling $4.3 million with completion carried over into fiscal year 2000/01.
  - ⇒ Highway 88: Bridge Structure over Utikuma River, near Slave Lake—replace existing structure totaling $0.7 million.

Removal of old bridge superstructure at Shunda Creek near Nordegg, Highway 11

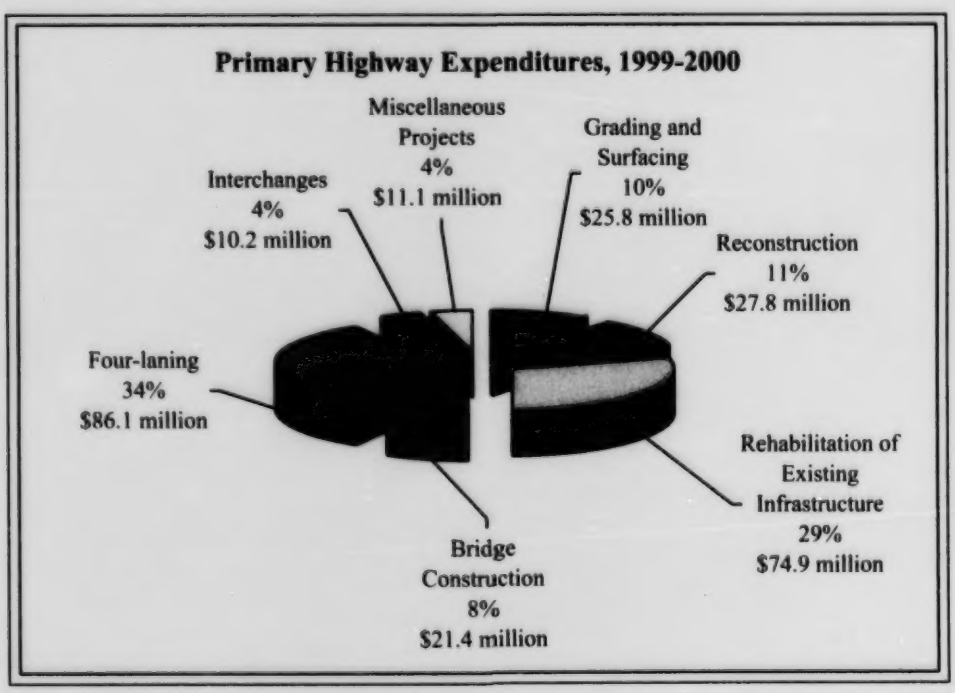
- Several key rehabilitation projects commenced in 1999/2000:

  - ⇒ Highway 1: Strathmore to South of Secondary Highway 561 (westbound lane)—totaling $2.3 million.
  - ⇒ Highway 2: North of St. Albert to North of Morinville (southbound lane)—totaling $2.2 million.
  - ⇒ Highway 2: Bridge structure over the Peace River at the Town of Peace River—repainting totaling $2.5 million.
  - ⇒ Highway 14: Ryley to East of Holden—totaling $4.2 million.
  - ⇒ Highway 33: South of Pembina River to Pembina River—totaling $2.1 million.
  - ⇒ Highway 41: Highway 45 to North Saskatchewan River—totaling $2.9 million.

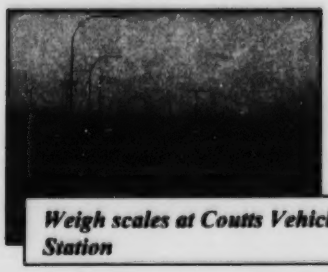
- Working with industry partners, the ministry reviewed, updated, and improved the highway maintenance specifications and contracts in preparation for the re-tendering of this work as current contracts begin to expire in 2000. These revisions will improve the efficiency and cost-effectiveness of primary highway maintenance throughout the province. New specifications and contracts were expanded to include secondary highways, as full financial responsibility for these highways was transferred from the municipalities to the province on April 1, 2000. Once the transition is completed in 2001, the province will be responsible for maintenance and construction on these highways.

- All construction tenders are now advertised on the national MERX Internet-based system. This year, the ministry moved from its outdated electronic bulletin board system to the MERX system for the distribution of all transportation-related tenders, providing cross-Canada access 24 hours a day, seven days a week. Tender documents, plans and drawings for major building work are available in electronic format.

- The ministry continued to increase the efficiency of primary highway system management by awarding tenders as early as possible for 2000/01 construction and rehabilitation projects, allowing the construction industry to better plan for the next construction season. As of November 18, 1999, 63 percent of the primary highway rehabilitation projects, 52 percent of the primary highway construction projects, and 55 percent of the North-South Trade Corridor projects had been tendered, representing 36 contracts and $126 million. By December 15, 1999, an additional 25 percent were ready for tender. As well, 75 percent of the secondary highway projects were approved and notices were sent to the municipalities by the end of October 1999.


Primary Highway Expenditures, 1999-2000
Miscellaneous Projects 4% $11.1 million
Grading and Surfacing 10% $25.8 million
Interchanges 4% $10.2 million
Reconstruction 11% $27.8 million
Four-laning 34% $86.1 million
Rehabilitation of Existing Infrastructure 29% $74.9 million
Bridge Construction 8% $21.4 million

Monitoring the weights and dimensions of commercial vehicles



Weigh scales at Coutts Vehicle Inspection Station

➢ The increase in truck traffic due to the growing economy has the potential to damage the highway infrastructure if commercial vehicles, particularly overweight vehicles, are not monitored and inspected on an ongoing basis. In this regard, Alberta Infrastructure weighed in excess of 650 000 commercial vehicles in 1999/2000 to ensure consistency with current regulations.

Constructing water management facilities

Left: construction of the new St. Mary Dam Spillway on the Waterton—St. Mary Headworks System, 25 km northeast of Cardston and 40 km southwest of Lethbridge. It replaces its predecessor on the right, which will be demolished now that the replacement is complete. It will allow 2 500 cubic metres per second of excess water to flow from the reservoir in case of flooding, to meet current dam safety regulations.

➢ In partnership with Alberta Environment, construction of the Pine Coulee Project, East Arrowwood Syphon Replacement and the St. Mary Dam Spillway Replacement projects were substantially completed.

Managing land required to accommodate needed infrastructure

➢ About $10 million worth of surplus property was divested in 1999/2000. In the next three years, surplus government facilities and property valued in excess of $100 million will be sold including former transportation yards and other surplus or underutilized program facilities, undeveloped program lands, and surplus properties adjacent to transportation and utility corridors. Properties still in program use are being reassessed to determine whether they are required for government programs on a long-term basis.

➢ New properties were purchased in order to accommodate needed infrastructure, including:

⇒ a site for the new Provincial Archives on Roper Road in Edmonton in a partnering arrangement with the Capital Health Authority, and

⇒ more than 35 properties for program use, including flood control projects, water management projects, and land for the Edmonton and Calgary Transportation Utility Corridor Program.

Optimizing energy consumption

- In the past year, the ministry continued to implement the Energy Management Program with additional energy performance management contracts encompassing 233 000 square metres (40 buildings) in support of the Alberta Strategies on Climate Change and the Alberta Government Action Plan on Climate Change.

- Alberta Infrastructure completed 57 energy audits of buildings over 1 000 square metres. Over the next year, the ministry plans to audit the remaining 114 buildings throughout the province, and will implement further energy performance contracts where warranted.

Participating in climate change initiatives

- Alberta Infrastructure successfully participated in the development of the provincial climate change strategy and various climate change initiatives through its involvement with the following initiatives:

  ⇒ Climate Change Central, a private/public sector initiative that endeavors to reduce Alberta greenhouse gas emissions
  ⇒ the Alberta Government Climate Change Action Plan Team
  ⇒ the Inter-Departmental Climate Change Working Group; and
  ⇒ the National Climate Change Transportation and Buildings Tables.

Reductions in greenhouse gas emissions through the Buildings Energy Management Program have resulted in national awards from the Voluntary Challenge Registry.

Goal Three: Supporting Municipal Infrastructure Partnerships

Northbound train on the Light Rail Transit line, just outside of Edmonton's downtown core.

One of the ministry's primary responsibilities is to ensure that Albertans have access to quality infrastructure. By working with our partners in the review, prioritization and implementation of infrastructure projects, we are striving to ensure basic infrastructure requirements are met.

Premier's Task Force on Infrastructure

In 1998, Premier Ralph Klein formed the Premier's Task Force on Infrastructure to address municipal transportation infrastructure pressures resulting from economic and population growth, changing development patterns, and aging infrastructure. In 1998/99, $130 million was injected into various transportation programs to deal with urgent requirements; however, the need to address longer-term financing difficulties still existed.

The Premier's Task Force continued its work into 1999/2000 and on September 7, 1999, announced a number of recommendations, including the addition of over $900 million over a three-year term to address these requirements. The most significant recommendations are as follows:

- Effective April 1, 2000, Calgary and Edmonton were eligible to receive a grant equivalent to five cents per litre of all fuel sold within their jurisdictions, which amounts to approximately $85 million per year for Calgary and $65 million per year for Edmonton. Previous per capita funding for these cities is eliminated.

- All other cities will continue to receive their current level of Basic Capital Grant funding, approximately $60 per capita, per year, which will continue on an ongoing basis. They will also be eligible for additional one-time supplemental funding to address growth pressures.

- The province will assume full jurisdiction, including construction and maintenance, of the Deerfoot and Stoney Trails in Calgary and the North-South Trade Corridor route in Edmonton upon completion of the southwest ring road. In addition, the province will assume responsibility for the major trade corridors through cities, specifically Highway 63 in Fort McMurray; Highway 1 in Medicine Hat; the North-South Trade Corridor route in Lethbridge; and Highway 43 in Grande Prairie.

- Effective April 1, 2000, the province assumed responsibility for all secondary highways across the province.

- Additional funding of $30 per capita will be provided to towns, villages and summer villages under the Streets Improvement Program to bring funding in line with other cities. As well, hamlets in rural municipalities will become eligible for assistance.

- A new formula was recommended for Rural Transportation Grants in consultation with the Alberta Association of Municipal Districts and Counties.

Following the announcement of the Task Force recommendations, ministry staff commenced extensive consultation with the municipalities in developing agreements, processes and program criteria. The province entered into negotiations with six cities for the transfer of responsibility to the province for the key primary highways and major trade corridors within these cities. Technical committees with ministry and municipal representation were established to develop transition agreements to transfer responsibility for secondary highways from the municipalities to the province. Implementation guidelines for the transfer were developed in consultation with the Alberta Urban Municipalities Association and the Alberta Association of Municipal Districts and Counties, followed by consultation with each municipality.

Other Municipal Program Accomplishments

- Rural Transportation Grants and support for local roads and bridges for 1999 were secured for all counties, municipal districts, special areas and Métis Settlements to address their local road requirements. Supplemental funding of $20 million was distributed in 1999/2000 to these municipalities to recognize growth-related pressures.

- Transition agreements with rural municipalities were signed, and full financial responsibility for the secondary highways was transferred to the province as of April 1, 2000. The money saved from no longer having to fund maintenance or 25 percent of construction and rehabilitation projects can now be used to fund other priority municipal infrastructure. The following are some of the major projects funded under this program:

    - ⇒ Secondary Highway 533: Highway 22 to Municipal District Boundary—grading totaling $2.2 million.
    - ⇒ Secondary Highway 627: Secondary Highway 759 to Highvale—base and paving totaling $2.5 million.
    - ⇒ Secondary Highway 724: Highway 43 to Highway 59—pavement overlay totaling $2.6 million.
    - ⇒ Secondary Highway 744: bridge structure over watercourse near Marie Reine—replacement totaling $0.6 million.
    - ⇒ Secondary Highway 761: bridge structure over Lasthill Creek, South of Leslieville—replacement totaling $0.7 million.
    - ⇒ Secondary Highway 794: Highway 16 to South of Sturgeon River—widening totaling $5.4 million.
    - ⇒ Secondary Highway 858: Plamondon to Avenir Road—base and paving totaling $2.4 million.
    - ⇒ Secondary Highway 866: North of Highway 28 to South of Beaver River—base and paving totaling $2.2 million.
    - ⇒ Secondary Highway 881: North of Cheecham Intersection to South of Anzac—base and paving totaling $1.7 million.

- The Resource Road/New Industry Program (RRNI) was revamped in 1999/2000 with an annual budget of $24 million, as recommended by the Premier's Task Force on Infrastructure. Criteria and eligibility were broadened from the previous program to allow municipalities to access funding and attract new industry to their communities.

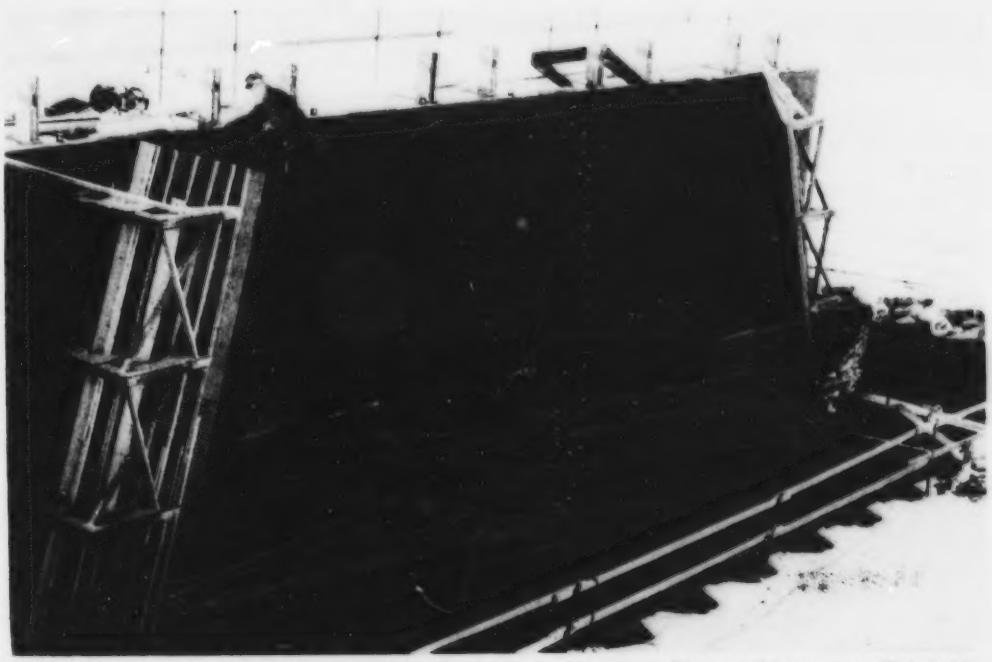
- Under the Streets Improvement Program, $27 million in funding was provided in 1999/2000 to 218 towns, villages and summer villages for the construction of their priority street improvement projects. In addition, program eligibility was expanded to include recognized hamlets within rural municipalities, as recommended by the Premier's Task Force on Infrastructure.

Funding for municipal water/wastewater facilities

- Under the Alberta Municipal Water/Wastewater Partnership, an additional $16 million was allocated from surplus government revenue to assist municipalities with necessary water and wastewater treatment projects. This was in addition to the original $19 million budgeted for water/wastewater projects in 1999/2000. In total, 117 high-priority new projects were funded during 1999/2000.

- The Inter-Departmental Committee, including representatives from the departments of Municipal Affairs, Environment, Agriculture, Food and Rural Development, Health and Wellness, and Infrastructure, was formed to assess issues and develop recommendations for the Alberta Municipal Water/Wastewater Partnership.

Goal Four: Improving Access to World Markets



Reinforcing the Pier 1 shaft for the new bridge over the Athabasca River at Whitecourt. This bridge will allow for Highway 43 to be expanded to a width of four lanes as part of the North-South Trade Corridor.

Alberta Infrastructure plays a role in improving access to global markets by providing transportation infrastructure that facilitates safe and economical movement of goods and services. In support of the province's new economic strategy, the ministry will continue its participation in a number of policy initiatives aimed at improving Alberta's access to global markets.

Participating in the development of a National Transportation Investment Strategy

- The ministry continued to work with the federal government and other provinces toward a National Transportation Investment Strategy, with a National Highway Program as a key component. Alberta worked with other provinces at the following events:

  ⇒ National Stakeholder Meeting held April 14-15, 1999.
  ⇒ Meeting of the Council of Ministers Responsible for Transportation and Highway Safety held May 14, 1999.
  ⇒ Western Premiers Conference held May 19-21, 1999.
  ⇒ Annual Premiers Conference held in August 1999.
  ⇒ Meeting of the Council of Ministers Responsible for Transportation and Highway Safety held September 28, 1999.

These meetings have shown there is a nationwide consensus among the provinces that the development and maintenance of a strong transportation infrastructure will enable Canada to become more competitive in global markets, and that this should become a priority for investment at the federal level.

Developing the North-South Trade Corridor

- The North-South Trade Corridor extends from Coutts at the Alberta-United States border, to the British Columbia border west of Grande Prairie, providing access to the Alaska Highway. To meet the goal of substantially completing the four-laning of this corridor by 2007, significant work was undertaken on both the urban and rural portions during the reporting year. Key projects on the rural portion include:

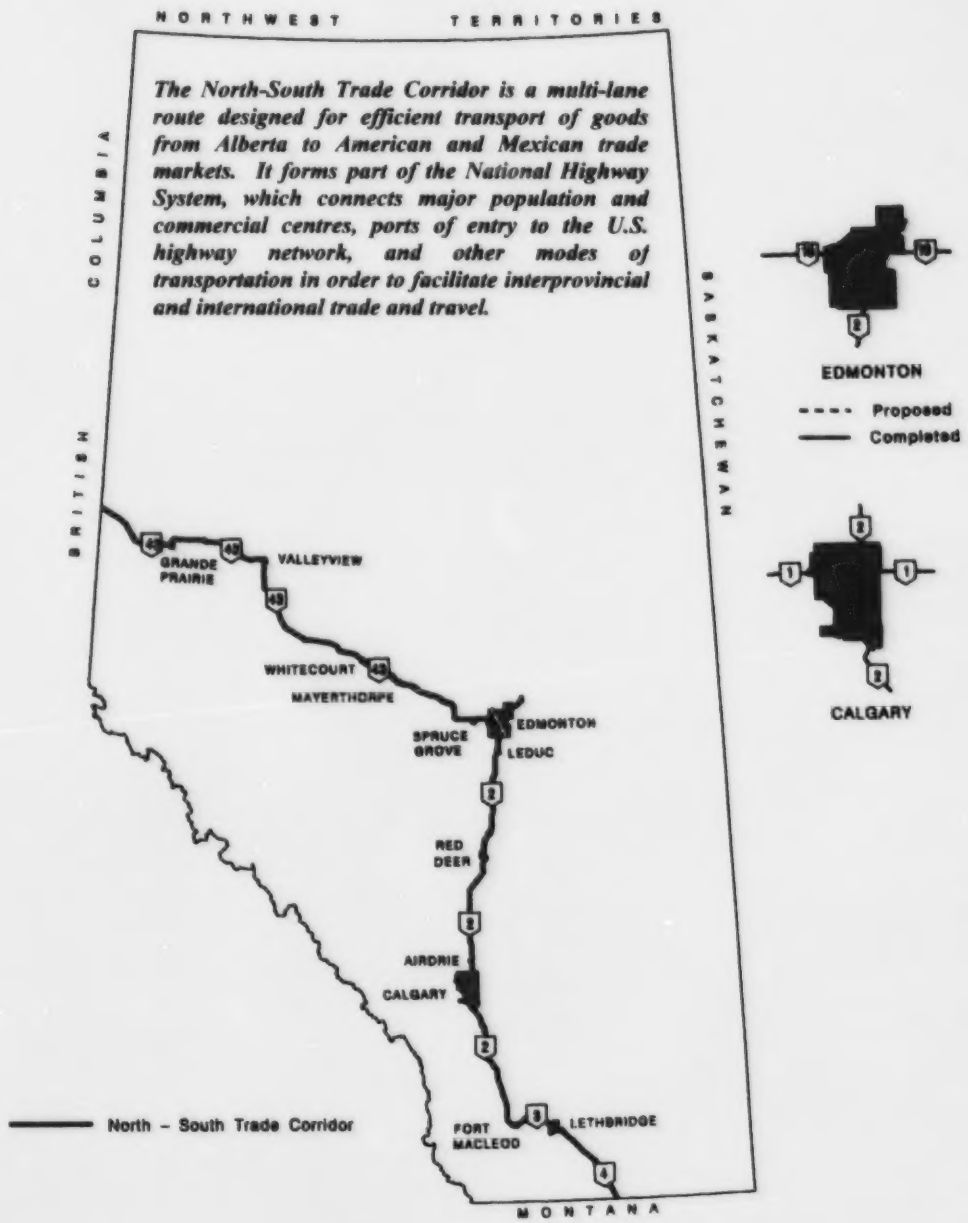
  ⇒ grading east and west of Fox Creek;
  ⇒ considerable grading work west of Whitecourt;
  ⇒ an existing interchange on Highway 2 at the junction of Highway 2A north of Lacombe was revised, totaling $4.7 million; and
  ⇒ four-lane base and staged paving on Highway 4 north of Warner to south of New Dayton, totaling $4.0 million.

Work on the urban portions of the corridor includes the following:

- In Edmonton, construction commenced on the Ellerslie Road and Highway 2 interchange. A detour was constructed to allow needed access to Highway 2, and the Winterburn interchange on the Yellowhead Trail was completed.

- In Calgary, work began on the Barlow Trail and Deerfoot Trail interchange. Construction of the Deerfoot Trail Extension, including the Highway 22X interchange, commenced with construction of a detour for future construction requirements.

The North-South Trade Corridor in Alberta


NORTHWEST TERRITORIES
BRITISH COLUMBIA
SASKATCHEWAN
The North-South Trade Corridor is a multi-lane route designed for efficient transport of goods from Alberta to American and Mexican trade markets. It forms part of the National Highway System, which connects major population and commercial centres, ports of entry to the U.S. highway network, and other modes of transportation in order to facilitate interprovincial and international trade and travel.
EDMONTON
Proposed
Completed
CALGARY
GRANDE PRAIRIE
VALLEYVIEW
WHITECOURT
MAYERTHORPE
EDMONTON
SPRUCE GROVE
LEDUC
RED DEER
AIRDRIE
CALGARY
LETHBRIDGE
FORT MACLEOD
North – South Trade Corridor
MONTANA

Improving intermodal transportation

The ability to transport goods in the most efficient and cost-effective manner is essential if Alberta is to remain competitive in the international marketplace. During 1999/2000, Alberta Infrastructure continued its efforts to improve intermodal transportation services through active participation in a number of provincial and interprovincial initiatives.

- Improved air service for Alberta is essential if the province is to remain an attractive place to visit, conduct business and produce value-added products. For several years, Alberta has been working with industry and municipal stakeholders on the development of an Alberta Aviation Strategy. During 1999/2000, Alberta Infrastructure co-funded the preparation of a comprehensive discussion paper, followed by two workshops, in co-operation with the Alberta Economic Development Authority (AEDA). AEDA is now preparing the actual strategy with the technical support of Alberta Infrastructure staff.

- In order to keep shipping costs reasonable, the ministry continued to work with the trucking industry to resolve issues related to vehicle weight and dimension standards. Efficient highway trade corridors are essential for cost-effective movement of goods. In this regard, Alberta Infrastructure continued negotiations with the newly-formed Western CANAMEX Coalition and U.S. jurisdictions to establish consistent truck size and weight regulations along the CANAMEX Corridor. This corridor extends from Alaska to Mexico City via the North-South Trade Corridor in Alberta as well as Interstate 15, U.S. Route 93, and Interstates 10 and 19 through Montana, Idaho, Utah, Nevada, and Arizona. Consistent commercial vehicle regulations will allow freer travel for the trucking industry.

- The efficient and cost-effective transportation of grain to export markets is key to Alberta's agricultural industry. To deal with this issue, the federal government undertook a complete review of grain transportation in Canada. Alberta Infrastructure, along with Alberta Agriculture, Food and Rural Development, worked with the other western provinces and industry to provide input into the review. The review resulted in the release of the Kroeger Report in September 1999 which contained numerous recommendations on how grain transportation in Canada could be managed. Alberta will continue its co-operative approach with the other provinces and the federal government to ensure that the progressive proposals contained in the Kroeger Report are implemented and the future requirements of the agriculture and transportation industries are met.

- The Western Canadian Corridors and Gateways Initiative continued to improve trade access during 1999/2000 by:

  ⇒ removing or minimizing impediments;
  ⇒ dealing with transportation implications of increased value-added production; and
  ⇒ improving transportation education and training.

In July 1999, the fifth stakeholder session was held. It was attended by shippers, carriers, facility operators, unions, the four Western provinces, the Northwest Territories and the federal Minister of Transport. A task force of members, including Alberta Infrastructure representatives, prepared a strategic business plan on behalf of this group of private-public stakeholders. The plan is designed to improve access for value-added products and bulk commodities to both offshore and American markets.

Facilitating the implementation of the Procurement Chapter of the Agreement on Internal Trade

- The ministry successfully facilitated implementation of Annex 502.4 of the Agreement on Internal Trade on July 1, 1999 through supplier information seminars, MERX training sessions and MASH sector stakeholder meetings (stakeholders include municipalities; municipal organizations; school boards; and publicly funded academic, health and social service entities). The Annex outlines the framework for an open, transparent and non-discriminatory tendering process when contracting with the private sector. MERX is a national electronic tendering system used to post and distribute procurement opportunities by government and the MASH sector. It provides Canadian businesses with single-window access to government markets.

Goal Five: Providing Effective and Efficient Central Services

Aerial view of the Legislature Building in Edmonton. The Legislature Building is one of many facilities that Alberta Infrastructure maintains on behalf of Albertans.

Alberta Infrastructure provides a number of services to other government departments. The ministry's goal is to increase our effectiveness and efficiency in providing these services in order to meet the requirements of other ministries.

Supporting Shared Services

- Alberta Infrastructure supported the implementation of the Alberta Corporate Service Centre (ACSC) by providing input into the development of options, including an inventory of potential department services and staff, which could be included in the shared services model. In addition, a number of key ministry staff members were seconded to the ACSC to assist in the implementation of the shared services model.

Enhancing government procurement practices

- In 1999/2000, Alberta Infrastructure improved and streamlined its procurement practices by:

  ⇒ implementing the IMAGIS purchasing module in concert with other ministries.
  ⇒ developing and implementing a web application to be used with IMAGIS, enabling users to browse the Infrastructure standing offer catalogue, to generate requisitions and purchase orders, and to track their status.
  ⇒ linking numerous information technology manufacturers' Web sites to the IMAGIS purchasing module and web application.

Continuing to provide safe, reliable and cost-effective transportation services

- Air Transportation Services (ATS) continued to enjoy a zero accident rate. In the first nine months of 1999/2000 fiscal year, only three departures were delayed longer than 15 minutes after the arrival of passengers at the airport. As well, 99.7 percent of flights departed within 15 minutes of scheduled departure. ATS rates continue to be comparable to charter rates for similar aircraft.

- Alberta Infrastructure outsourced its Central Vehicle Operations (CVO) in 1998. This contract includes direct vehicle fleet service to all government departments, boards and agencies. In 1999/2000, a survey of client departments was undertaken, with the overall results indicating that clients were satisfied with the service that was provided during the initial year of this public-private partnership.

Providing government space

- The Edmonton government accommodation plan stemming from the May 1999 reorganization was approved by the Reorganization Secretariat in September 1999. Implementation commenced during the reporting year, with the ministry focusing on utilizing existing owned space to the fullest extent possible, instead of relying on new lease arrangements.

- Alberta Infrastructure continued to optimize the use of 2 million rentable square metres of owned space and 452 000 rentable square metres of leased space to ensure the most effective use of the government's space portfolio.

- The accommodation of new government programs, including the Children's Services Initiative, continued to be facilitated within existing owned or leased space where feasible (there are approximately 2 300 owned and 250 leased facilities) and in new leased space as required.

- Condition assessments were completed on government-owned facilities over 1 000 square metres. This increased the percentage of government-owned facilities for which the ministry has established current condition information to 79.3 percent. Condition information is used to develop five-year planned maintenance schedules for all government buildings.

Y2K preparation of buildings

The dawn of the year 2000 arrived with no related technical problems for Alberta Infrastructure. The ministry started preparing years in advance for potential problems of non-compliance with the date rollover. During the spring of 1997, Alberta Infrastructure initiated a Y2K compliance program to ensure that the more than 2 500 government buildings were Y2K compatible. As an additional precaution, emergency response plans were put in place for each government-owned building.

Goal Six: Developing our Human Resources and Improving our Effectiveness

Alberta Infrastructure branches are encouraged to work co-operatively to maximize resources.

Alberta Infrastructure depends on the strength of its human resources and the quality of its service. The ministry continued to maintain a well-trained, cohesive workforce that focuses on providing quality service to its clients.

Implementing the Corporate Human Resource Plan

The ministry actively participated in the following cross-government human resource initiatives during 1999/2000:

- In consultation with all ministries, Alberta Infrastructure staff actively participated in the preparation of a government-wide response to the Auditor General's conclusions following an audit of the Corporate Human Resource Plan.

- Ministry staff provided active input into the Business Process Engineering / Realignment Project, which involved presenting and obtaining approval for the proposed business case.

- Support was provided to the Subsidiary 2 Advisory Committee, which involved the development of a new classification process for Subsidiary 2. All position descriptions for Subsidiary 2 ministry staff were updated and submitted to the Personnel Administration Office (PAO) for further review.

The following ministry initiatives were completed in 1999/2000:

- A review of the succession planning strategies previously in place in the former departments of Transportation and Utilities and Public Works, Supply and Services was undertaken in June 1999.

- As a result of the May 25, 1999 government reorganization, the ministry postponed the development of a revised work climate survey in order to allow time to develop a revised survey format that takes into account the needs of all employees of Alberta Infrastructure. To ensure that input was obtained from ministry employees, Alberta Infrastructure worked with the PAO to substantially increase the sampling of Infrastructure employees under the government-wide core measures survey. Results of this survey will be reported by the PAO.

- A new non-management performance appraisal process was implemented, and employees received appropriate training on completing the process.

- In April 1999, in support of the Corporate Human Resources Development Strategy, a new Learning Account Policy was implemented throughout the former Ministry of Transportation and Utilities. The Learning Account Policy was very successful and plans were made to include all employees of the new ministry.

- The Rewards and Recognition programs that existed within the former ministries of Transportation and Utilities and Public Works, Supply and Services were reviewed, resulting in a new criteria and awards process for the new ministry. Under their previous mandates, both former ministries implemented a number of successful initiatives to reward and recognize employees.

- The new Wellness at Work Team was established to promote employee fitness, wellness and social well-being. The new Wellness at Work Team represents the consolidation of the wellness committees from the former departments of Transportation and Utilities and Public Works, Supply and Services. A number of successful fitness and social events were undertaken throughout the year. The Wellness Committee from the former Transportation and Utilities proudly accepted a Premier's Award of Excellence in 1999 for the hard work and dedication their committee displayed in an effort to promote health and wellness among employees.

Implementing the Joint Workforce Development Initiative

The Transportation Infrastructure Career Development Program offers civil engineering students at the University of Calgary and the University of Alberta enrolled in the Co-op Engineering Program the opportunity to gain work experience in each of the three major sectors of the highway construction industry: contracting, consulting, and government. The first students in the Transportation Infrastructure Career Development Program began their work experience in May 1999. A similar program aimed at civil engineering technology students from the Northern Alberta Institute of Technology (NAIT) was also implemented. During 1999/2000, Alberta Infrastructure hired nine civil engineering students from the Universities of Alberta and Calgary, and three engineering technology students from NAIT. These students participated in rotating work assignments with all three sectors.

Supporting regulatory reform

- The ministry's 1996 regulation review schedule was updated to include the development of more streamlined traffic-related regulations enabled by the new *Traffic Safety Act*. The updated regulation review schedule was approved by the Regulatory Reform Secretariat. In consultation with stakeholder groups, the ministry continued to revise, streamline and consolidate regulations related to the new *Traffic Safety Act* in preparation for its proposed proclamation in 2001.

- Discussion papers were sent to stakeholders and the interested public for input on proposed regulations regarding Rules of the Road and General Vehicle Equipment Requirements. A discussion paper on Graduated Licensing and General Licensing was developed; and work on discussion papers on Commercial Vehicle Equipment, Off-Highway Vehicles, and Fines and Penalties commenced.

- After extensive consultation with concerned stakeholders, the ministry made significant plain language revisions to the General Regulation under the *Engineering, Geological and Geophysical Professions Act* as part of the Regulatory Reform initiative. The General Regulation added sections establishing a new category for Registered Professional Technologists. This new category allows qualified engineering technologists to practice independently within a defined scope of practice. The General Regulation was approved July 14, 1999. Responsibility for the *Geological and Geophysical Professions Act*, the

Consulting Engineers of Alberta Act, and the *Architects Act* was transferred to the Ministry of Human Resources and Employment on December 8, 1999.

AUDITOR GENERAL Alberta

Auditor General's Report on Performance Measures

REPORT ON THE RESULTS OF APPLYING SPECIFIED AUDIT PROCEDURES TO PERFORMANCE MEASURES

To the Members of the Legislative Assembly:

I have performed the following procedures in connection with the Ministry of Infrastructure's performance measures included in the *1999-2000 Annual Report of the Ministry of Infrastructure* as presented on pages 51 to 67.

1. Information obtained from an independent source, such as Statistics Canada, was agreed with the information supplied by the stated source. Information provided internally was agreed to the reports from the systems used to develop the information.

2. The calculations that converted source information into reported measures were tested.

3. The appropriateness of the description of each measure's methodology was assessed.

As a result of applying the above procedures, I found no exceptions. However, these procedures do not constitute an audit of the set of performance measures and therefore I express no opinion on the set of measures included in the *1999-2000 Annual Report of the Ministry of Infrastructure.*

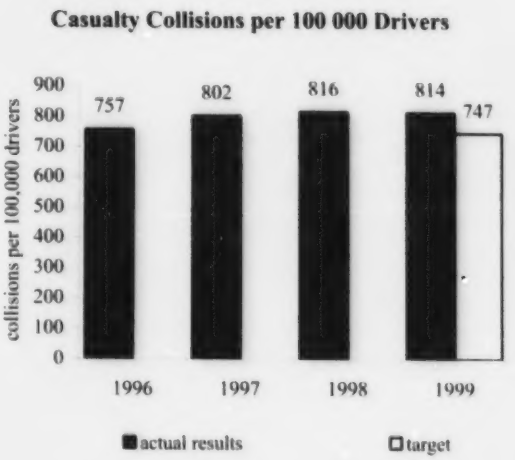
Peter Valentine FCA
Auditor General

Edmonton, Alberta
July 21, 2000

Performance Measures

Casualty collisions

Casualty collision rates are used as a performance indicator for **Goal No. 1—Improving Traffic Safety.**



Methodology

The measure reports the number of casualty (injury and fatality) collisions per 100 000 licensed drivers per calendar year on Alberta's roads. Data used for this measure is obtained from the Alberta Collisions Information System. The number of licensed drivers is obtained from the Motor Vehicle Licensing and Registration System administered by Alberta Registries. The results from 1996 were used as a baseline to set targets for the following years.

Analysis

Increases in traffic volume, population, licensed operators, registered vehicles and economic growth have contributed to an increase in the number of casualty collisions, resulting in the overall target not being met for 1999. Although total casualty collisions increased, the actual number of fatalities during 1999 was 19.1 percent lower than in 1998—the lowest since 1965. The total number of traffic collisions also decreased by 3.4 percent from 1998.

Driver error continues to be a contributing factor in more than 89 percent of all collisions. To address this issue, Alberta Infrastructure continues to work with stakeholders and partners to implement the Traffic Safety Initiative and to make improvements to traffic safety legislation to improve traffic safety on Alberta's highways. New initiatives, such as a graduated licensing program for novice drivers proposed for 2001, will continue to be implemented in an effort to enhance traffic safety.

A new measure is under development which will more accurately reflect the results of specific ministry initiatives targeted at higher-risk drivers.

NOTE: In Alberta, a reportable collision is a traffic collision that results in death, injury or property damage in excess of $1 000. For the purpose of this performance measure only those collisions that resulted in a casualty (fatality or injury) were reported.

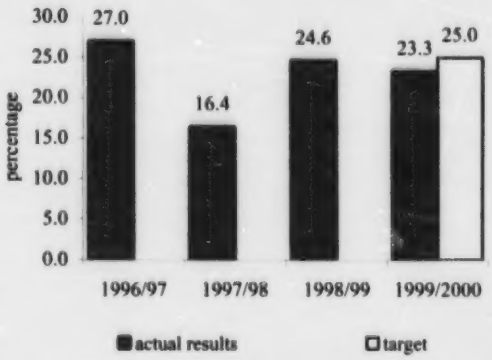
Mechanical safety of commercial vehicles

By collecting data during mechanical inspections, Infrastructure is able to gauge another aspect of our success in achieving **Goal No. 1— Improving Traffic Safety.**

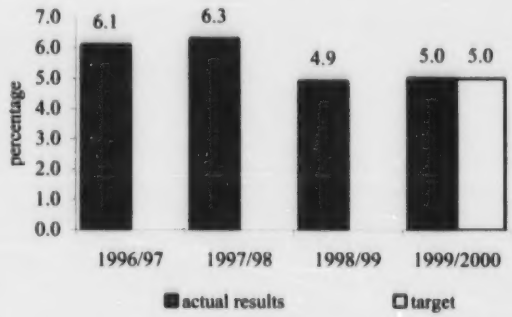
This measure is defined as the percentage of commercial vehicles that are rendered out-of-service using nationally recognized standards (Commercial Vehicle Safety Alliance) when inspected by ministry staff at roadside checks. The results are reported in two categories: vehicles requiring minor on-site adjustments; and vehicles requiring the attention of a mechanic.

Results for 1999/2000 are based on a sample of 442 inspections conducted at 64 sites throughout the province. The survey was conducted during the six months from July to December.

Percentage of Inspected Vehicles Requiring On-Site Adjustments



Percentage of Inspected Vehicles Requiring Attention of Mechanic

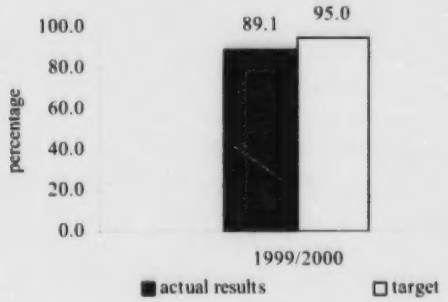


Based on the results, Alberta Infrastructure has exceeded its targets for 1999/2000. Even though targets have been met, the ministry will continue to work with the commercial carrier industry on education and information initiatives that focus on commercial vehicle safety.

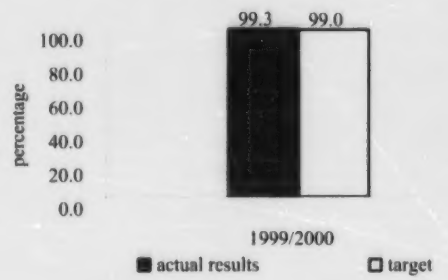
Traffic capacity on rural primary highways

Traffic capacity is a measure of the ability of traffic to move freely during peak hour volumes. By measuring the percentage of national highways which provide a level of service of "B" or better and other primary highways which provide a level of service of "C" or better (on a scale of A to F, A being the highest), we are able to monitor our success in achieving **Goal No. 2—Planning, Developing and Managing Alberta's Infrastructure**.

Percentage of National Highways with Level of Service "B" or Better



Percentage of Other Primary Highways with Level of Service "C" or Better



Traffic capacity is calculated using traffic volume data (for peak hour volumes) collected along the highway network. Intersection counts are also performed to determine the types of vehicles using each section of highway. This data is used to calculate traffic capacity ratings for each section of highway as per the American Transportation Research Board's Highway Capacity Manual (1994). Levels of service are defined as follows:

- **A** Vehicles are almost completely unimpeded.
- **B** Ability to maneuver within traffic is only slightly restricted.
- **C** Freedom to maneuver within traffic is noticeably restricted.
- **D** Freedom to maneuver is severely limited.
- **E** Boundary between levels D and E describes operation at capacity. Virtually no usable gaps in traffic.
- **F** Breakdown or bottleneck with queuing.

Because of the significance of national highways in terms of interprovincial and international trade and travel, the minimum level chosen to report their traffic capacity is level B.

The National Highway System (NHS) consists of existing, primary routes that provide for interprovincial and international trade and travel by connecting as directly as possible a capital city or major provincial population/commercial centre with:

⇒ another capital city or major population/commercial centre;
⇒ a major port of entry or exit to the US highway network; or
⇒ another transportation mode served directly by the highway mode.

In Alberta, the NHS consists of the North-South Trade Corridor, TransCanada Highway 1, Yellowhead Highway 16, Highway 3 from the British Columbia border to Medicine Hat, Highway 9, and Highways 2, 35 and 49 from Valleyview to the North West Territories border.

Analysis

For 1999/2000, the target of 99.0 percent for other primary highways with a level of service of "C" or better was exceeded. Efforts to continually improve the level of service for drivers is evident through major initiatives such as the North-South Trade Corridor.

Highway pavement condition

Monitoring pavement condition gives an indication of our success in achieving **Goal No. 2—Planning, Developing and Managing Alberta's Infrastructure**, and **Goal No. 3—Supporting Municipal Infrastructure Partnerships.**

This measure is an indicator of riding comfort for the travelling public on Alberta's highways. Results for this measure were previously reported using the Pavement Quality Index (PQI). Results are now reported using the International Roughness Index (IRI), which is used in many Canadian provinces, in the United States, and in other countries. The IRI is considered to be less subjective than PQI and yields more consistent and reliable results.

A lower IRI rating indicates better pavement condition. By sustaining pavement quality through regular rehabilitation, the total life-cycle cost of the highway systems will be reduced.

	Results 1998/99	Target 1999/2000	Results 1999/2000
National Highway System (Average IRI)	1.75	1.75	1.58
Other Primary Highways (Average IRI)	1.81	1.78	1.62
Secondary Highways (Average IRI)	1.34	no target set	1.26

NOTE: Because collection of this data commenced quite recently, and we are not yet certain of its precision level, we can only be confident that the results are accurate to ± 10 percent. Work is being done to determine the precision of the data collection process, and improve the accuracy of results reported in the future.

For reference purposes, the U.S. Federal Highway Administration has established the following benchmarks for IRI. U.S. interstate highways represent the equivalent of our national highways. Generally speaking, non-interstate highways can be compared to Alberta's other primary highways.

IRI Rating	National Highways (U.S. Interstate)	Primary Highways (Non-Interstate)
Poor	Greater than 1.90	Greater than 2.70
Fair	1.50 to 1.89	1.50 to 2.69
Good	Less than 1.49	Less than 1.49

Analysis

Based on the results, we have met our targets for 1999/2000.

Progress on completion of major water management construction projects

Tracking our progress on the completion of major water management construction projects gives another indication of our success in achieving **Goal No. 2—Planning, Developing and Managing Alberta's Infrastructure**.

	Results 1998/99	Target 1999/2000	Results 1999/2000
Pine Coulee Project	95%	100%	97%
East Arrowwood Syphon Replacement	45%	95%	92%
St. Mary Dam Spillway Replacement	75%	95%	87%
South Heart River Dam Project	-	0%	0%
Little Bow River Project (subject to obtaining remaining required regulatory approvals)	-	0%	0%

This measure is based on the percentage of total estimated construction costs paid to contractors, reflecting construction progress on each project. The South Heart River Dam Project and the Little Bow River Project have targets and results of zero percent because although significant preliminary work has been done, including planning and design, actual construction has not commenced.

There are three factors contributing to our inability to meet our targets for 1999/2000.

- One major contract on the St. Mary Dam Spillway Replacement Project was split into two in order to encourage local participation by the Blood Tribe, in support of the cross-government initiative to improve Aboriginal access to government projects. Splitting the contract required extra time, delaying some construction and deferring the remainder. It is for this reason that the target for the St. Mary Dam Spillway replacement project was not met.

- The East Arrowwood Syphon was substantially completed by February 17, 2000. The target of 95 percent completion was not met due to the rescheduling of minor landscaping and road surfacing work by the contractor.

- The scope of the Pine Coulee Project was expanded to address leakage from the reservoir into the Stavely Aquifer. Due to this additional work, which was not anticipated, our target of 100 percent completion for 1999/2000 was not met.

Seniors' lodge upgrading projects completed

The completion of seniors' lodge upgrading projects is another measurable aspect of our success in achieving **Goal No. 2—Planning, Developing and Managing Alberta's Infrastructure.**

Methodology

This measure is calculated by determining the number of lodges for which upgrading has been completed. The data represents the cumulative number of lodges upgraded. A lodge is also considered upgraded if its services have been replaced by a new lodge or upgrades to existing lodges.

Upgrading is considered complete once the interim letters of acceptance are issued to the contractor, or once the final grant payment is issued to the lodge foundation when this department is not the project manager.

	Results 1996/97	Results 1997/98	Results 1998/99	Target 1999/2000	Results 1999/2000
Number of lodges for which upgrading is completed (out of 121 total)	23	45	58	75	78

Analysis

Based on the results, we have exceeded our target for 1999/2000.

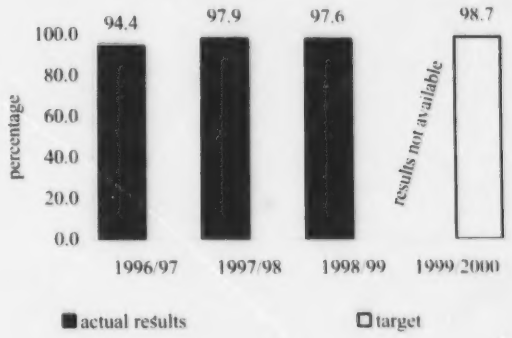
Effectiveness of water and wastewater treatment facilities

In order to monitor our success in achieving **Goal No. 3—Supporting Municipal Infrastructure Partnerships.**

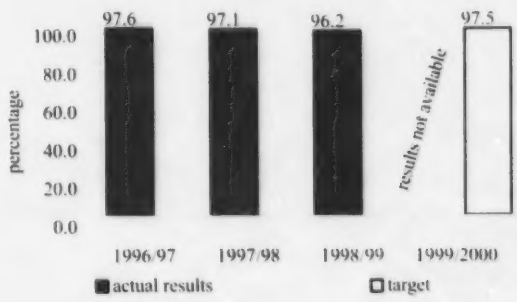
Methodology

Infrastructure measures the percentage of communities which are eligible for funding assistance under the Alberta Municipal Water/Wastewater Partnership, and which have water treatment and wastewater treatment facilities with an effective operating approval. This means that the facilities meet the licensing standards as set by Alberta Environment and have been issued a license to operate. For the purpose of this calculation, a facility is counted as not having an effective operating approval only if it initially had a licence which subsequently lapsed.

Percentage of Water Treatment Facilities Operating with Approval



Percentage of Wastewater Treatment Facilities Operating with Approval



Alberta Infrastructure provides cost-sharing grants for water/wastewater treatment facilities to assist municipalities in meeting the standards set by Alberta Environment. Eligible communities include cities (with populations under 45 000), towns, villages, summer villages, and eligible hamlets (i.e., hamlets must meet certain lot size criteria) within counties, municipal districts, Métis Settlements, and the Special Areas.

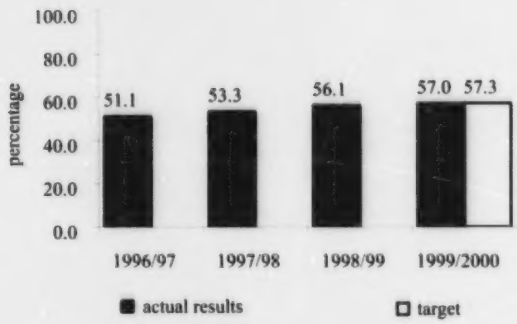
Analysis

Changes in how data is collected and reported by Alberta Environment have resulted in accurate data for this measure being unavailable for 1999/2000. The ministry is reviewing possible replacement measures.

North-South Trade Corridor

Measuring the percentage of the North-South Trade Corridor which has been twinned gives us an indication of our progress in achieving **Goal No. 4—Improving Access to World Markets**.

Percentage of North-South Trade Corridor Twinned



In this measure, both urban and rural portions of the North-South Trade Corridor are included in the calculation.

The results for this measure are calculated based on the amount of the corridor that has been twinned compared to its total length, using department highway data.

The North-South Trade Corridor consists of 1 175 kilometres of highway, of which nearly 100 kilometres are within urban municipalities. As of March 31, 2000, 670 kilometres had been twinned, an increase of 17 kilometres from the previous year.

Targets for this measure are set based on the amount of funding that will be required annually to substantially complete the North-South Trade Corridor by 2007.

Based on the results, our target for 1999/2000 was achieved. The variance of 0.3 percent resulted from the fact that previous targets and calculations were based on total lengths derived from manual measurement. More accurate highway length data is now available through the use of global positioning systems.

Procurement administrative costs

Measuring the administrative costs of procurement gives an indication of our success in achieving **Goal No. 5—Providing Effective and Efficient Central Services**.

Methodology

This measure is defined as the administrative costs for procurement services expressed as a percentage of total goods and services contracted. This measure indicates the effectiveness of procurement services. Lower values indicate improved efficiency, achieved by reducing operating costs in proportion to the value of contracts. The total value of goods and services contracted does not include direct purchases made by ministries under delegated purchasing authorities using the Government Procurement Card or other means. The Business Plan targets are based on budget target costs and projected future contracting levels.

	Results 1996/97	Results 1997/98	Results 1998/99	Target 1999/2000	Results 1999/2000
Procurement administrative costs (as a percentage of value of total goods and services contracted)	1.18%	0.88%	1.22%	1.20%	0.80%

Analysis

Alberta Infrastructure exceeded its target for 1999/2000.

Operating cost per square metre

Monitoring operating cost per square metre is another way we can measure our success in achieving **Goal No. 5—Providing Effective and Efficient Central Services**.

Operating cost per square metre of facilities surveyed	Results 1998/99	Target 1999/2000	Results 1999/2000
Alberta Infrastructure facilities	$68.45/m²	$59.50/m²	$59.47/ m²

Methodology

This measure indicates the operating cost per square metre of government office buildings involved in a yearly benchmarking study.

Alberta Infrastructure participates with other government jurisdictions and the private sector in this annual survey of facility management practices in owned and leased buildings across Canada. Operating costs are calculated for each building surveyed and averages are determined for the industry and also for Alberta. These benchmarks are valuable because they allow Alberta Infrastructure to measure performance against the best practices in the industry.

Analysis

According to the results, we have met our target for 1999/2000.

For 1999/2000, the average operating costs for Alberta Infrastructure buildings surveyed was $59.47 per square metre. This compared favorably to the $74.20 average for other Alberta buildings surveyed and the $98.30 average for the industry across Canada. It should be noted that different facilities were used to determine the average operating cost for 1999/2000 than for 1998/99. Four different buildings are selected to calculate the average operating cost each year.

Alberta Infrastructure will continue to use benchmarking to measure performance against best practices in other jurisdictions. In addition, we will report the annual average operating costs for all buildings owned and leased by Alberta Infrastructure. Taken together, these measures will provide a more complete indication of our success in managing buildings in a cost-effective way.

Energy consumption in owned buildings

Energy consumption is another indicator of our success in achieving **Goal No. 5—Providing Effective and Efficient Central Services**.

This measure shows the average energy consumption in ministry-owned facilities over a 12-month period, and is an indicator of how efficiently energy is being used in those facilities.

	Results 1996/97	Results 1997/98	Results 1998/99	Target 1999/2000	Results 1999/2000
Energy Consumption in Owned Facilities (Megajoules per m^2)	1 867	1 807	1 845	1 810	1 813

[redacted]

The ministry uses the Energy Consumption Reporting System to electronically track and measure annual power and gas consumption for all owned buildings using a Building Energy Performance Index (BEPI). To calculate the BEPI, the total annual energy consumption for each building is converted to one common unit (megajoules) and divided by the building's area in square metres. This is consistent with industry practice. The overall performance measure is an average based on total annual consumption for all buildings divided by total gross square metres.

To minimize distortion due to changing climate conditions and allow for comparisons from year to year, we always "weather adjust" the energy totals using monthly climate data from Environment Canada. Adjustments are based on a comparison of actual temperatures to average temperatures. The degree/day adjustment factor calculation was refined in 1998/99 and this is reflected in results for 1998/99 and the following years.

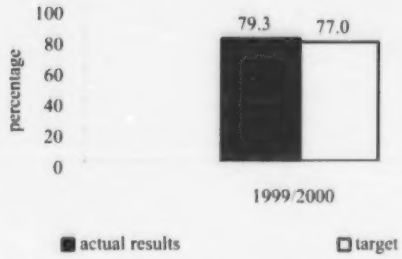
[redacted]

According to the results, we have met our target for 1999/2000 within reasonable variance.

Progress on the collection of facility condition information

The collection of facility condition information enables the achievement of **Goal No. 5—Providing Effective and Efficient Central Services**.

Percentage of Ministry Owned Buildings over 1,000 Square Metres with Condition Information Established



This measure indicates the percentage of ministry-owned buildings over 1 000 square metres with current condition information established. Condition information over 10 years old is considered obsolete. Building condition is determined by surveys completed by external consultants and department staff. Condition information is integral to making informed capital planning decisions.

Based on the results, we have exceeded our target for 1999/2000.

Client Satisfaction Survey

In 1999/2000, work commenced on the development of an integrated client survey strategy for the ministry. Data for this measure will be collected and reported once a consolidated strategy for measuring client satisfaction is developed, and the baseline survey is undertaken.

Ministry of Infrastructure—Consolidated Financial Statements

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AUDITOR GENERAL Alberta

Auditor's Report

To the Members of the Legislative Assembly:

I have audited the statement of financial position of the Ministry of Infrastructure as at March 31, 2000 and the statements of operations and changes in financial position for the year then ended. These financial statements are the responsibility of the Ministry's management. My responsibility is to express an opinion on these financial statements based on my audit.

I conducted my audit in accordance with generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

The Ministry of Infrastructure is required to follow the corporate government accounting policies and reporting practices as disclosed in Note 2. These accounting policies have been established by Alberta Treasury and are consistent across ministries. With certain exceptions, the basis of accounting is in accordance with generally accepted accounting principles. My reservation of opinion in this auditor's report identifies the exceptions from generally accepted accounting principles that arise from following the accounting policies established by Alberta Treasury.

The following accounting policy is an exception from generally accepted accounting principles:

Site restoration costs

The Ministry reports the costs of site restoration in the period in which the restoration work is performed rather than in the periods in which the liabilities arise. In my view, the Ministry should estimate the cost and record the liability for sites that do not meet the acceptable contractual or environmental standards. The estimate of the liability should be refined each year, as the extent of required restoration work becomes known. I believe that the effect of this departure from generally accepted accounting principles is significant.

In my opinion, except for the effects of the matter discussed in the preceding section, these consolidated financial statements present fairly, in all material respects, the financial position of the Ministry as at March 31, 2000 and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles.

Peter Valentine FCA

Auditor General

Edmonton, Alberta
May 24, 2000

MINISTRY OF INFRASTRUCTURE

CONSOLIDATED STATEMENT OF OPERATIONS

For the year ended March 31, 2000

(in thousands)

	2000 Budget (Schedule 4)	2000 Actual	1999 Actual
Revenues (Schedules 1 and 2)			
Internal Government Transfers	$ 161,700	$ 291,700	$ 130,000
Transfers from Government of Canada	1,031	575	1,350
Fees, Permits, and Licences	14,400	17,236	16,574
Investment Income	2,100	4,127	4,549
Other Revenue			
Refunds of Expenditures	1,464	11,648	7,883
Other Revenue	28,381	40,270	28,581
	209,076	365,556	188,937
Expenses			
Voted (Schedules 2, 3 and 5)			
Inter-Ministry Services	96,154	89,455	88,940
Infrastructure Maintenance and Development	346,620	428,150	336,078
National Infrastructure Program	197	351	218
Partnership for Municipal Utilities	19,050	34,913	14,426
School Facilities	201,749	241,895	184,019
Transportation Services	2,220	2,803	3,241
Construction and Operation of Transportation Systems	654,838	1,080,727	625,541
	1,320,828	1,878,294	1,252,463
Valuation adjustments			
Provision for Doubtful Accounts	-	204	311
Provision for Vacation Pay	100	1,898	1,027
	100	2,102	1,338
Total Expenses	1,320,928	1,880,396	1,253,801
Other			
Loss (Gain) on Disposal of Assets, Net	5,000	(5,766)	771
Loss (Gain) on Disposition of Long Term Receivable	-	(1,830)	-
Write Downs of Assets	10,000	2,655	858
	15,000	(4,941)	1,629
Net operating results	$(1,126,852)	$(1,509,899)	$(1,066,493)

The accompanying notes and schedules are part of these financial statements.

MINISTRY OF INFRASTRUCTURE

CONSOLIDATED STATEMENT OF CHANGES IN FINANCIAL POSITION

For the year ended March 31, 2000

	(in thousands) 2000	1999
Operating Transactions		
Net Operating Results from Continuing Operations	$ (1,509,899)	$ (1,066,493)
Non-Cash Items :		
Amortization of Capital Assets	148,402	144,778
Amortization of Deferred Capital Contributions	(1,813)	(728)
(Gain)/Loss on Disposal of Assets, Net	(5,766)	771
Non-Cash Revenue Adjustments	(637)	-
Grants in Kind	1,355	-
Write Downs of Capital Assets	2,500	858
Write Down of Inventories	155	-
Consumption of Inventories	10,746	-
Amortization of Discounts	(427)	(854)
Valuation Adjustments	2,102	1,338
Revolving Fund Adjustment to Conform with General Revenue Fund Accounting	-	(3,593)
	(1,353,282)	(923,923)
(Increase)/Decrease in Accounts Receivable	(514)	10,669
Decrease in Loans and Advances	3,532	777
Decrease in Inventories	-	290
Decrease in Accounts Payable	(5,237)	(23,703)
Decrease in Holdbacks Payable	(1,922)	-
Increase in Deferred Capital Contributions	-	272
Increase (Decrease) in Unearned Revenue	68	(79)
Cash Used by Operating Transactions	(1,357,355)	(935,697)
Investing Transactions		
Purchases of Capital Assets (Schedule 5)	(224,159)	(246,815)
Proceeds from Disposal of Capital Assets	12,405	12,280
Purchase of Inventories	(9,578)	-
Transfers of Assets to Other Ministries - net (Note 8)	47,831	4,717
Net Book Value of Land Trades	-	(1,649)
Cash Used by Investing Transactions	(173,501)	(231,467)
Financing Transactions		
Net Transfers from General Revenues	1,535,271	1,188,338
Decrease in Advance from General Revenue Fund	-	(20,117)
Cash Provided by Financing Transactions	1,535,271	1,168,221
Net Cash Provided	4,415	1,057
Cash, Beginning of Year	2,382	1,325
Cash, End of Year	$ 6,797	$ 2,382

The accompanying notes and schedules are part of these financial statements.

MINISTRY OF INFRASTRUCTURE

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at March 31, 2000

(in thousands)

	2000	1999
ASSETS		
Cash	$ 6,797	$ 2,382
Accounts Receivable (Note 4)	26,901	26,167
Loans and Advances (Note 5)	1,376	4,908
Inventories (Note 7)	9,867	10,766
Capital Assets (Note 8)	5,125,678	5,108,030
	$ 5,170,619	$ 5,152,253
LIABILITIES		
Accounts Payable and Accrued Liabilities	$ 77,046	$ 80,385
Holdbacks Payable	9,192	11,114
Deferred Capital Contributions	2,904	4,717
Unearned Revenue	454	386
	89,596	96,602
NET ASSETS		
Net Assets at Beginning of Year, as Restated (Note 3)	5,055,651	4,932,981
Transfer of Net Assets to Another Ministry	-	(2,768)
Net Operating Results	(1,509,899)	(1,066,493)
Revolving Fund Accounting Adjustments (Note 2(a))	-	3,593
Net Transfers from General Revenues	1,535,271	1,188,338
Net Assets at End of Year	5,081,023	5,055,651
	$ 5,170,619	$ 5,152,253

The accompanying notes and schedules are part of these financial statements.

NOTE 1 AUTHORITY AND PURPOSE

The Ministry of Infrastructure operates under the authority of the Government Organization Act, Statutes of Alberta.

The Minister is responsible for :

- the development, construction and maintenance of an integrated transportation system to facilitate the safe and efficient movement of people and products and the economic development of the Province,
- providing funding and management for the construction, upgrading and maintenance of facilities required for the delivery of quality healthcare, education, and senior citizen's care,
- providing cross-government real estate services for office accommodation and other facilities,
- providing air transportation, automobiles and light vehicles, and procurement services for government,
- assisting in the provision of municipal water supply and waste water facilities
- administering and providing funding for the Canada-Alberta Infrastructure Program which funds a wide variety of municipal infrastructure projects.

On September 7, 1999, the government announced a new transportation plan which includes significant changes in responsibility for highways in the Province. Effective April 1, 2000 the Ministry assumed responsibility for the construction and maintenance of secondary highways in the province plus key arterial roadways within the cities of Calgary, Edmonton, Fort McMurray, Medicine Hat, Lethbridge, and Grande Prairie.

NOTE 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND REPORTING PRACTICES

These financial statements are prepared in accordance with the following accounting policies that have been established by government for all ministries. The recommendations of the Public Sector Accounting Board of the Canadian Institute of Chartered Accountants are the primary source for the disclosed basis of accounting. Recommendations of the Accounting Standards Board of the Canadian Institute of Chartered Accountants, other authoritative pronouncements, accounting literature, and published financial statements relating to either the public sector or analogous situations in the private sector are used to supplement the recommendations of the Public Sector Accounting Board where it is considered appropriate.

(a) Reporting Entity

The reporting entity is the Ministry of Infrastructure which consists of the Department of Infrastructure for the year ended March 31, 2000. For the March 31, 1999 comparative period, the reporting entities were the Department of Infrastructure and portions of the Public Works, Supply and Services Revolving Fund for which the Minister of Infrastructure was responsible. On March 26, 1999, operations of the Public Works, Supply and Services Revolving Fund were wound up.

The Ministry Annual Report provides a more comprehensive accounting of the financial position and results of the Ministry's operations for which the Minister is accountable.

All departments of the Government of Alberta operate within the General Revenue Fund (the Fund). The Fund is administered by the Provincial Treasurer. All cash receipts of departments are deposited into the Fund and all cash disbursements made by departments are paid from the Fund. Net transfer to/from General Revenues is the difference between all cash receipts and all cash disbursements made.

(b) Basis of Financial Reporting

Basis of Consolidation

For the year ended March 31, 1999, the accounts of the Department of Infrastructure and the Public Works, Supply and Services Revolving Fund were consolidated. Revenue and expenditure transactions, inventory and financing transactions, and related asset and liability accounts between consolidated entities were eliminated.

Revenues

All revenues are reported on the accrual method of accounting. Cash received for which goods or services have not been provided by year end is recorded as unearned revenue.

Internal Government Transfers

Internal government transfers are transfers between entities within the government reporting entity where the entity making the transfer does not receive any goods or services directly in return.

Dedicated Revenue

Dedicated revenue initiatives provide a basis for authorizing spending. Dedicated revenues must be shown as credits or recoveries in the details of the Government Estimates for a supply vote. If actual dedicated revenues are less than budget and total voted expenses are not reduced by an amount sufficient to cover the deficiency in dedicated revenues, the following year's voted expenses are encumbered. If actual dedicated revenues exceed budget, the Ministry may, with the approval of the Treasury Board, use the excess revenue to fund additional expenses on the program. Schedule 2 discloses information on the Ministry's dedicated revenue initiatives.

Expenses

Expenses represent the costs of resources consumed during the year on the Department's operations. Expenses include amortization of capital assets.

Pension costs included in these statements comprise the cost of employer contributions for current service of employees during the year and additional employer contributions for service relating to prior years.

Certain expenses, primarily for legal advice, and banking services, incurred on behalf of the Ministry by other Ministries are not reflected in the Statement of Operations. Schedule 7 discloses information on these related party transactions.

Valuation Adjustments

Valuation adjustments include changes in the valuation allowances used to reflect financial assets at their net recoverable or other appropriate value. Valuation adjustments also represent the change in management's estimate of future payments arising from obligations relating to vacation pay, guarantees and indemnities.

Assets

Financial assets of the Ministry are limited to financial claims, such as advances to and receivables from other organizations, employees and other individuals. Inventories of aircraft parts and supplies are valued at the lower of cost or replacement cost.

Assets acquired by right are not included. Capital assets of the Ministry are recorded at historical cost and amortized on a straight-line basis over the estimated useful lives of the assets. The threshold for capitalizing new systems development is $100,000 and the threshold for all other capital assets is $15,000. All land is capitalized.

Capital assets of the Ministry include work in progress for buildings, computer hardware and software, highways, bridges, and dams and water management structures. These costs are capitalized but not amortized until the asset is in service.

Donated capital assets are recorded at their fair value at the time of contribution.

When physical assets (capital assets and inventories) are gifted or sold for a nominal sum to parties external to the government reporting entity, the fair values of these physical assets, less any nominal proceeds, are recorded as grants in kind.

Liabilities

Liabilities represent all financial claims payable by the Ministry at fiscal year end.

Deferred Capital Contributions

In 1995, two CL215 water bomber aircraft were acquired from the Government of Canada for one dollar each. The fair value of these aircraft has been capitalized with an offset recorded as deferred capital contributions. Under the terms of an agreement of divestiture with the Government of Canada, the aircraft's use is restricted as they must be operated solely for activities related to the fighting of forest fires within Canada until the year 2001 at which point the Province has unrestricted use of the aircraft. Accordingly, the deferred capital contributions are amortized into income over the restricted period.

Net Assets/Net Liabilities

Net assets represents the difference between the value of assets held by the Ministry and its liabilities.

Site Restoration

Certain liabilities may exist for site restoration and contamination which may be the responsibility of the Ministry but are not quantified. The potential costs relate to restoring building and other sites to acceptable contractual or environmental standards. Costs for site restoration are recognized in the financial statements when work is undertaken. No annual provision is made for future site restoration.

NOTE 3 REORGANIZATION

(amounts in thousands)

The Ministry was established as a result of a major reorganization announced by the government on May 25, 1999 and transfers of responsibility announced throughout the year. Comparatives for 1999 have been restated as if the Ministry had always existed.

	March 31, 1998
Net Assets/Net Liabilities :	
Transfer from Department of Transportation and Utilities	$ 3,311,846
Transfer from Department of Public Works, Supply and Services	1,621,135
Transfer from Department of Education	-
Transfer from Department of Advanced Education and Career Development	-
Net assets	$ 4,932,981

NOTE 4 ACCOUNTS RECEIVABLE

(amounts in thousands)

	2000 Gross Amount	2000 Allowance for Doubtful Accounts	2000 Net Realizable Value	1999 Net Realizable Value
Accounts receivable	$ 25,635	$ 932	$ 24,703	$ 23,875
Refunds from suppliers	2,198	-	2,198	2,292
	$ 27,833	$ 932	$ 26,901	$ 26,167

Accounts receivable are unsecured and non-interest bearing.

NOTE 5 LOANS AND ADVANCES

(amounts in thousands)

	2000 Gross Amount	2000 Allowance for Doubtful Accounts	2000 Net Realizable Value	1999 Net Realizable Value
Travel advances (1)	$ 1,036	$ -	$ 1,036	$ 1,003
Mortgages receivable (2)	340	-	340	3,905
	$ 1,376	$ -	$ 1,376	$ 4,908

(1) The Ministry has used funds advanced by Treasury to establish petty cash funds, provide travel advances and set up damage deposits for foreign leases. In addition, $ 700 relates to an advance required for the operation of the Government Procurement Card.

(2) Mortgages receivable are repayable over the next two years as follows: $ 320 in 2001 and $ 20 in 2002. These mortgages are non-interest bearing and transfer of title is contingent upon final payment being received.

NOTE 6 VALUATION OF FINANCIAL ASSETS AND LIABILITIES

Fair value is the amount of consideration agreed upon in an arm's length transaction between knowledgeable, willing parties who are under no compulsion to act.

The fair values of accounts receivable, advances, accounts payable and accrued liabilities, and unearned revenues are estimated to approximate their book values. Fair values of loans are not reported due to there being no organized financial market for the instruments and it is not practicable within constraints of timeliness or cost to estimate the fair value with sufficient reliability.

NOTE 7 INVENTORIES

(amounts in thousands)

Inventories consist of consumables and repair parts for the delivery of highway transportation programs and air transportation services.

	2000	1999
Sand, salt and gravel	$ 6,211	$ 6,296
Aircraft parts and supplies	3,656	4,470
	$ 9,867	$ 10,766

NOTE 8 CAPITAL ASSETS

(amounts in thousands)

The cost of assets and the related accumulated amortization for the Ministry are summarized below.

	Estimated Useful Life	2000 Cost (6)	2000 Accumulated Amortization	2000 Net Book Value	1999 Net Book Value
General capital assets:					
Land (1) (2)	Indefinite	$ 874,505	$ -	$ 874,505	$ 847,688
Buildings (1) (2)	40 years	1,587,888	706,028	881,860	965,424
Equipment	5-10 years	47,984	28,330	19,654	23,747
Computer hardware and software	3-10 years	32,146	13,457	18,689	14,259
Other (3)	3-40 years	98,907	66,495	32,412	37,292
		2,641,430	814,310	1,827,120	1,888,410
Infrastructure assets:					
Land improvements	40 years	221	174	47	52
Provincial Highways, roads (4)	50 years	4,458,550	1,618,154	2,840,396	2,801,524
Bridges	50 years	490,059	154,548	335,511	324,013
Dams and water management structures (5)		122,604	-	122,604	94,031
		5,071,434	1,772,876	3,298,558	3,219,620
		$ 7,712,864	$ 2,587,186	$5,125,678	$ 5,108,030

(1) Included in the above are surplus properties which were disclosed as inventories in previous years. The value of properties in this category are $ 32,759 of land (1999, $ 33,023) and $ 9,638 of buildings (1999, $9,199).

During the year the land and buildings used by Alberta Vocational Colleges were transferred to the Ministry of Learning. The book value of those properties was $ 46,128.

(2) During the year 18 properties were traded with other parties. The aggregate value of the properties disposed of in this manner was $ 2,489 and the aggregate value of the properties received was $4,864. These transactions were accounted for as simultaneous purchases and sales at fair market value.

(3) Includes trailers, leasehold improvements, aircraft, and spare aircraft engines.

(4) Highways include original pavement, roadbed, drainage works, and traffic control devices.

(5) Dams and water management structures are constructed by the Ministry and transferred to the Department of Environment upon their completion. The Ministry of Infrastructure does not amortize those assets.

(6) Included in the cost of land, buildings, computer hardware and software, Provincial Highways, roads, bridges, and dams and water management structures is work in progress amounting to $ 154,455 (1999, $125,900).

NOTE 9 OVER EXPENDITURE OF AUTHORIZED BUDGET

(amounts in thousands)

The Ministry's total of actual voted operating expenses and capital investment exceeded the authorized budget by $ 2,385 for the year ended March 31, 1999. As required by the Financial Administration Act, this amount was charged against the voted appropriation for the year ending March 31, 2000. See Schedule 4 to the financial statements.

NOTE 10 COMMITMENTS

(amounts in thousands)

As at March 31, 2000, the Ministry had the following commitments :

	2000	1999
Commitments for Capital Investment		
Construction Contracts	$ 134,580	$ 107,580
Service Agreements	26,695	22,465
Purchase of Assets	626	-
	161,901	130,045
Commitments for Operating Expense		
Contracts	389,810	358,196
Grants	530,871	281,159
Service Agreements	14,904	32,303
Long-term Leases	313,282	324,315
	1,248,867	995,973
Total Operating and Capital Investment	$ 1,410,768	$ 1,126,018

The aggregate amounts payable for the unexpired terms of these commitments are as follows:

	2001	2002	2003	2004	2005	Thereafter	Total
Capital Investment	$ 146,097	$ 12,187	$ 1,051	$ 1,101	$ 1,465	$ -	$ 161,901
Operations Contracts & Agreements	232,170	83,077	45,535	36,943	4,569	2,420	404,714
Grants	432,570	72,750	18,208	7,343	-	-	530,871
Leases	68,157	53,870	41,643	31,611	23,481	94,520	313,282
Total	$ 878,994	$ 221,884	$ 106,437	$ 76,998	$ 29,515	$ 96,940	$ 1,410,768

NOTE 11 CONTINGENCIES
(amounts in thousands)

At March 31, 2000, the Ministry is a defendant in 216 legal claims (1999 - 183 legal claims). 122 of these claims have specified amounts totaling $ 724,342 and the remaining 94 have not specified any amount (1999- 87 claims with a specified amount of $ 993,503 and 96 with no specified amount). Included in the total legal claims are 63 claims in which the Ministry has been jointly named with other entities, 47 of which have specified claims amounting to $ 534,098. 143 claims amounting to $535,217 are covered by the Alberta Risk Management Fund.

The resulting loss, if any, from these claims cannot be determined.

NOTE 12 TRUST FUNDS UNDER ADMINISTRATION
(amounts in thousands)

The Ministry administers trust funds that are regulated funds consisting of public money over which the Legislature has no power of appropriation. Because the Province has no equity in the funds and administers them for the purpose of various trusts, they are not included in the Ministry's financial statements.

As at March 31, 2000, trust funds under the Ministry's administration were as follows:

	2000	1999
The General Trust Fund	$ 521	$ 418
The Security Deposit Trust Fund	99	88
The Impaired Driving Initiatives Trust Fund	5	5
	$ 625	$ 511

NOTE 13 PAYMENTS UNDER AGREEMENT

(amounts in thousands)

The Ministry has entered into agreements to deliver programs and services that are partly funded by the Government of Canada. Costs incurred under these agreements are made by the Ministry under authority of the Financial Administration Act, Section 29.1. Accounts payable includes $ 1,006 relating to payments under agreement.

Amounts paid and payable under agreements with program sponsors are as follows:

	2000	1999
Government of Canada (program sponsor)		
National Infrastructure Program	$ 12,131	$ 29,809
Improvement District # 5 (program sponsor)		
Kananaskis Improvement District roadway maintenance	73	73
	$ 12,204	$ 29,882

NOTE 14 PENSIONS

(amounts in thousands)

The Ministry participates in the multi-employer pension plans, Management Employees Pension Plan and Public Service Pension Plan. The Ministry also participates in the multi-employer Supplementary Retirement Plan for Public Service Managers established by the government effective July 1, 1999. The expense of these pension plans is equivalent to the annual contributions of $ 4,871 for the year ended March 31, 2000 (1999 - $ 4,282).

Effective January 1, 1999, the Ministry's contribution to the Public Service Pension Plan was reduced by 0.3 percent of pensionable salaries.

At December 31, 1999, the Management Employees Pension Plan reported a surplus of $ 46,019 (1998 $4,355) and the Public Service Pension Plan reported a surplus of $ 517,020 (1998 $406,445). At December 31, 1999, the Supplementary Retirement Plan for Public Service Managers had a surplus of $33.

NOTE 15 PRIOR PERIOD ADJUSTMENT

(amounts in thousands)

During the year the Ministry became aware that certain assets had been recorded twice when the Ministry first moved to an accrual accounting basis. These statements have been corrected to remove the error in the current and prior periods. The effect of this correction is to reduce the value of net assets previously reported at March 31, 1998 by $ 18,910, reduce assets previously reported at March 31, 1999 by $ 18,350, and reduce amortization expenses for the year ended March 31, 1999 by $560.

NOTE 16 COMPARATIVE FIGURES

Certain 1999 figures have been reclassified to conform to the 2000 presentation.

NOTE 17 APPROVAL OF FINANCIAL STATEMENTS

The financial statements were approved by the Senior Financial Officer and the Deputy Minister.

MINISTRY OF INFRASTRUCTURE

SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS **Schedule 1**

Revenues

For the year ended March 31, 2000 (in thousands)

	2000		1999
	Budget	Actual	Actual
Internal Government Transfers			
Transfers from Alberta Lottery Fund	$ 161,700	$ 291,700	$ 130,000
	161,700	291,700	130,000
Transfers from Government of Canada			
Cost Recoveries and Contributions	1,031	575	1,350
	1,031	575	1,350
Fees, Permits, and Licences:			
Motor Transport Services	12,300	14,696	14,060
Civil Service Parking	2,100	2,524	2,474
Other	-	16	40
	14,400	17,236	16,574
Investment Income			
Amortization of Discounts	-	427	854
Other	2,100	3,700	3,695
	2,100	4,127	4,549
Other revenue:			
Refunds of Expenditures:			
Previous Years' Refunds	964	10,355	6,908
Railway Relocations	400	838	636
Surplus Sales	-	188	339
Other	100	267	-
Miscellaneous:			
Rentals (Land and Buildings)	-	11,944	10,443
Vehicle Operations	1,945	2,169	3,043
Aircraft Services	-	6,017	5,798
Postage	-	3,207	2,950
Cost Recoveries	500	11,752	867
Upgrading of Seniors Lodges	-	3,903	3,893
Other	25,936	1,278	1,587
	29,845	51,918	36,464
Total Revenue	$ 209,076	$ 365,556	$ 188,937

MINISTRY OF INFRASTRUCTURE

SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS **Schedule 2**

Dedicated Revenue Initiatives

For the year ended March 31, 2000

(in thousands)

	2000		1999
	Authorized Budget	Actual	Actual
Inter-Ministry Services			
Dedicated Revenue			
Postage/ Courier		$ 3,207	
Air Transportation		6,017	
	7,325	9,224	-
Expense	97,708	89,455	88,940
Net Expense	$ (90,383)	$ (80,231)	$ (88,940)
Infrastructure Maintenance and Development			
Dedicated Revenue			
Property Rental		$ 11,656	
Civil Service Parking		2,524	
Upgrading of Seniors Lodges		3,903	3,893
	14,800	18,083	3,893
Expense	428,520	428,150	336,078
Net Expense	$ (413,720)	$ (410,067)	$ (332,185)
Total			
Dedicated Revenue	$ 22,125	$ 27,307	$ 3,893
Expense	526,228	517,605	425,018
Net Expense	$ (504,103)	$ (490,298)	$ (421,125)

Dedicated revenue initiatives provide a basis for authorizing spending. Dedicated revenues must be shown as credits or recoveries in the details of the Government Estimates for a supply vote. If actual dedicated revenues are less than budget and total voted expenses are not reduced by an amount sufficient to cover the deficiency in dedicated revenues, the following year's budget is reduced. Conversely, if actual dedicated revenues exceed budget, the Ministry may, with the approval of the Treasury Board, use the excess revenue to fund additional expenses on the program. The above dedicated revenues and expenses are included in the Statement of Operations. Dedicated revenues represent a partial reimbursement of certain expenditures.

MINISTRY OF INFRASTRUCTURE

SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS **Schedule 3**

Expense Detailed by Object

For the year ended March 31, 2000

(in thousands)

	2000		1999
	Authorized Budget (a)	Actual	Actual
Voted:			
Salaries, Wages and Employee Benefits	$ 89,352	$ 87,251	$ 84,052
Supplies and Services	557,075	540,070	513,905
Grants	1,094,246	1,102,523	509,424
Financial Transactions and Other	49	48	304
Amortization of Capital Assets	152,060	148,402	144,778
Total Voted Expenses	$ 1,892,782	$ 1,878,294	$ 1,252,463

(a) Effective April 1, 1999 the Ministry was established as a result of a major reorganization and other transfers of responsibility announced by the Government during the year. This budget amount has restated the 1999-2000 Government and Lottery Fund Estimates that were approved on April 29, 1999 for both the major reorganization and transfers of responsibility authorized during the year. The breakdown of expenses by object is based on management's best estimate.

MINISTRY OF INFRASTRUCTURE

SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS **Schedule 4**

Budget

For the year ended March 31, 2000

(in thousands)

	1999-2000 Estimates Restated (a)	Encumbrance (b)	1999-2000 Budget Restated	Authorized Supplementary (c)	Dedicated Revenue Minute (d)	1999-2000 Authorized Budget
Revenues:						
Transfers from Alberta Lottery Fund	$ 161,700	$ -	$ 161,700	$ 130,000	$ -	$ 291,700
Transfers from Government of Canada	1,031	-	1,031	-	-	1,031
Investment Income	2,100	-	2,100	-	-	2,100
Fees, Permits, and Licences	14,400	-	14,400	-	-	14,400
Other Revenue	29,845	-	29,845	-	1,900	31,745
	209,076	-	209,076	130,000	1,900	340,976
Expenses:						
Voted Expenses						
Inter-Ministry Services	96,154	-	96,154	1,554	-	97,708
Infrastructure Maintenance and Development	346,620	-	346,620	80,000	1,900	428,520
National Infrastructure Program	197	-	197	-	-	197
Partnership for Municipal Utilities	19,050	-	19,050	16,000	-	35,050
School Facilities	201,749	-	201,749	38,000	-	239,749
Transportation Services	2,220	-	2,220	-	-	2,220
Construction and Operation of Transportation Systems	654,838	-	654,838	434,500	-	1,089,338
	1,320,828	-	1,320,828	570,054	1,900	1,892,782
Valuation Adjustments						
Provision for Doubtful Accounts	-	-	-	-	-	-
Provision for Vacation Pay	100	-	100	-	-	100
	100	-	100	-	-	100
Total Expenses	1,320,928	-	1,320,928	570,054	1,900	1,892,882
Loss on Disposal of Assets, Net	5,000	-	5,000	-	-	5,000
Write Downs of Assets	10,000	-	10,000	-	-	10,000
	15,000	-	15,000	-	-	15,000
Net Operating Results	$ (1,126,852)	$ -	$ (1,126,852)	$ (440,054)	$ -	$ (1,566,906)
Capital Investment	$ 219,260	$ (2,385)	$ 216,875	$ 10,000	$ -	$ 226,875

(a) Effective April 1, 1999 the Ministry was established as a result of a major reorganization and other transfers of responsibility announced by the Government during the year. This budget amount has restated the 1999-2000 Government and Lottery Fund Estimates that were approved on April 29, 1999 for both the major reorganization and transfers of responsibility authorized during the year.

(b) In the event that actual voted expenses or capital investments in the prior year exceeded that authorized, the difference is known as an encumbrance. The encumbrance reduces the budgeted amount for voted expenses in the current year.

(c) A Supplementary Estimate was approved on March 14, 2000 which provided $1,554 of funding for the purpose of paying the Achievement Bonus. A Supplementary Estimate was approved on December 9, 1999 which provided additional one-time funding for priority infrastructure programs in the amount of $ 568,500 for operating expenditures and an additional $10,000 for capital expenditures.

(d) Treasury Board approved $ 1.9 million of additional spending on dedicated revenue initiatives pursuant to Section 29(1.1) of the Financial Administration Act.

MINISTRY OF INFRASTRUCTURE
SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS

Schedule 5

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
Ministry Support Services								
1.1.1	Minister's Office	$ 220	$ -	$ 220	$ -	$ 220	$ 220	$ -
1.1.2	Deputy Minister's Office	322	-	322	-	322	320	2
1.1.3	Ministry Services							
	Operating Expense	25,352	-	25,352	1,554	26,906	28,291	(1,385)
	Capital Investment	7,250	-	7,250	-	7,250	7,178	72
		33,144	-	33,144	1,554	34,698	36,009	(1,311)
Cross Government Services								
1.2.1	Supply	8,115	-	8,115	-	8,115	8,099	16
1.2.2	Air Transportation							
	Operating Expense	5,960	-	5,960	-	5,960	5,907	53
	Capital Investment	250	-	250	-	250	1,547	(1,297)
		14,325	-	14,325	-	14,325	15,553	(1,228)
Non-cash Transactions								
1.3.1	Amortization	49,685	-	49,685	-	49,685	43,560	6,125
1.3.2	Nominal Sum Disposals	5,000	-	5,000	-	5,000	1,355	3,645
1.3.3	Consumption of inventories	1,500	-	1,500	-	1,500	1,703	(203)
		56,185	-	56,185	-	56,185	46,618	9,567
		103,654	-	103,654	1,554	105,208	98,180	7,028
2.1	**Management of Properties**							
2.1.1	Property Services							
	- Operating Expense	25,660	-	25,660	-	25,660	23,030	2,630
	- Capital Investment	160	-	160	-	160	284	(124)
2.1.2	Leases	74,600	-	74,600	-	74,600	72,184	2,416

MINISTRY OF INFRASTRUCTURE
SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.1.3	Property Operations							
	- Operating Expense	91,885	-	91,885	-	91,885	93,781	(1,896)
	- Capital Investment	-	-	-	-	-	1	(1)
2.1.4	Land Management							
	- Operating Expense	300	-	300	-	300	1,182	(882)
	- Capital Investment	10,100	(2,385)	7,715	-	7,715	9,060	(1,345)
	Total Sub-program	202,705	(2,385)	200,320	-	200,320	199,522	798
2.2	**Construction and Upgrading of Health Facilities**							
2.2.1	Capital Upgrading	25,000	-	25,000	13,000	38,000	37,773	227
2.2.2	Health Facilities Projects							
	- Operating Expense	8,285	-	8,285	-	8,285	-	8,285
	- Operating Expense funded by Lotteries	2,500	-	2,500	-	2,500	336	2,164
2.2.3	Health Centre - Airdrie	-	-	-	-	-	255	(255)
2.2.4	Bethany Alzheimer Care Centre - Calgary							
	- Operating Expense	-	-	-	-	-	-	-
	- Operating Expense funded by Lotteries	1,250	-	1,250	-	1,250	1,250	-
2.2.5	Royal Park Care Facility - Calgary	-	-	-	-	-	-	-
2.2.6	Carewest Alzheimer Care Centre - Calgary							
	- Operating Expense	500	-	500	-	500	500	-
	- Operating Expense funded by Lotteries	1,500	-	1,500	-	1,500	1,500	-
2.2.7	Bow Valley Centre (General Hospital) - Calgary	700	-	700	-	700	331	369
2.2.8	Tom Baker Cancer Centre - Calgary							
	- Operating Expense	1,700	-	1,700	-	1,700	1,610	90
	- Operating Expense funded by Lotteries	3,500	-	3,500	-	3,500	3,500	-
2.2.9	District Health Services - Drumheller							
	- Operating Expense	3,600	-	3,600	-	3,600	5,700	(2,100)
	- Operating Expense funded by Lotteries	7,000	-	7,000	-	7,000	7,000	-

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget

For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.2.10	Capital Care Norwood - Edmonton							
	- Operating Expense	400	-	400	-	400	300	100
	- Operating Expense funded by Lotteries	600	-	600	-	600	600	-
2.2.11	Grey Nuns Community Hospital and Health Centre - Edmonton	-	-	-	-	-	-	-
2.2.12	Misericordia Community Health Centre - Edmonton	1,810	-	1,810	-	1,810	1,000	810
2.2.13	Northeast Community Health Centre - Edmonton	-	-	-	-	-	175	(175)
2.2.14	Royal Alexandra Hospitals - Edmonton							
	- Operating Expense	1,120	-	1,120	-	1,120	2,190	(1,070)
	- Operating Expense funded by Lotteries	3,000	-	3,000	-	3,000	3,000	-
2.2.15	University of Alberta Hospitals - Edmonton							
	- Operating Expense	1,175	-	1,175	-	1,175	840	335
	- Operating Expense funded by Lotteries	16,050	-	16,050	-	16,050	16,050	-
2.2.16	Northwestern Regional Health Centre - High Level							
	- Operating Expense	510	-	510	-	510	1,536	(1,026)
	- Operating Expense funded by Lotteries	600	-	600	-	600	600	-
2.2.17	Continuing Care Facility - La Crete							
	- Operating Expense	700	-	700	-	700	500	200
	- Operating Expense funded by Lotteries	1,500	-	1,500	-	1,500	1,500	-
2.2.18	Health Care Centre - Lamont	-	-	-	-	-	-	-
2.2.19	St. Michael's Health Centre - Lethbridge							
	- Operating Expense	1,800	-	1,800	-	1,800	6,600	(4,800)
	- Operating Expense funded by Lotteries	10,000	-	10,000	-	10,000	10,000	-

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget

For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.2.20	Community Health Centre - Peace River							
	- Operating Expense	2,600	-	2,600	-	2,600	8,500	(5,900)
	- Operating Expense funded by Lotteries	4,500	-	4,500	-	4,500	4,500	-
2.2.21	Health Complex - Slave Lake	-	-	-	-	-	500	(500)
2.2.22	Central Peace Health Care Centre -							
	Spirit River							
	- Operating Expense	2,100	-	2,100	-	2,100	78	2,022
	- Operating Expense funded by Lotteries	1,000	-	1,000	-	1,000	1,000	-
2.2.23	Municipal Hospital - Stony Plain							
	- Operating Expense	3,000	-	3,000	-	3,000	4,510	(1,510)
	- Operating Expense funded by Lotteries	7,000	-	7,000	-	7,000	7,000	-
2.2.24	Long-Term Care Facilities - Calgary	-	-	-	33,200	33,200	33,200	-
2.2.25	Long-Term Care Facilities - Edmonton	-	-	-	16,500	16,500	16,500	-
2.2.26	Long-Term Care Facilities - Other	-	-	-	7,300	7,300	-	7,300
2.2.27	Edmonton Gen Hospital-Edmonton	-	-	-	-	-	2,000	(2,000)
2.2.28	Edm Regional Production Kitchen	-	-	-	-	-	800	(800)
2.2.29	New Community Health Care Centre-Manning	-	-	-	-	-	300	(300)
2.2.30	Alberta Hospital - Ponoka	-	-	-	-	-	1,267	(1,267)
2.2.31	Westlock Health Care Centre	-	-	-	-	-	200	(200)
	Total Sub-program	115,000	-	115,000	70,000	185,000	185,001	(1)
2.3	**Upgrading of Seniors' Lodges**							
2.3.1	Lodge Upgrades	100	-	100	-	100	658	(558)
2.3.2	Andrew Lodge - Andrew	20	-	20	-	20	75	(55)
2.3.3	Pleasant Valley Lodge - Athabasca	-	-	-	-	-	7	(7)
2.3.5	High County Lodge - Black Diamond	10	-	10	-	10	33	(23)
2.3.6	York Creek Lodge - Blairmore	-	-	-	-	-	-	-
2.3.7	Wildrose Villa - Boyle	10	-	10	-	10	6	4
2.3.8	Beaver Dam Lodge - Calgary	20	-	20	-	20	14	6
2.3.12	Confederation Park Lodge - Calgary	50	-	50	-	50	22	28

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.3.17	James Shouldice Lodge 1300 - Calgary	20	-	20	-	20	19	1
2.3.18	New Bow Valley Site #1 - Calgary							
	- Operating Expense funded by Lotteries	1,500	-	1,500	-	1,500	881	619
2.3.19	Rundle Lodge - Calgary	20	-	20	-	20	-	20
2.3.20	Valleyview Lodge - Calgary	20	-	20	-	20	-	20
2.3.21	Bow River Lodge - Canmore	790	-	790	130	920	1,106	(186)
2.3.22	Sunny South Lodge - Coaldale	20	-	20	-	20	28	(8)
2.3.25	Rocky View Lodge - Crossfield	10	-	10	-	10	-	10
2.3.26	Sunshine Lodge - Drumheller							
	- Operating Expense funded by Lotteries	510	-	510	-	510	320	190
2.3.27	Eckville Manor House - Eckville	70	-	70	-	70	-	70
2.3.30	Kiwanis Place Lodge - Edmonton							
	- Operating Expense	165	-	165	-	165	6	159
	- Operating Expense funded by Lotteries	700	-	700	-	700	700	-
2.3.32	Rosslyn Place Lodge - Edmonton							
	- Operating Expense	-	-	-	345	345	345	-
	- Operating Expense funded by Lotteries	1,165	-	1,165	-	1,165	1,165	-
2.3.33	Elk Point Heritage Lodge - Elk Point	440	-	440	290	730	964	(234)
2.3.34	Sunshine Lodge - Evansburg	20	-	20	-	20	11	9
2.3.35	Ayabaskaw Home - Fort Chipewyan	10	-	10	-	10	71	(61)
2.3.37	Dr. Turner Lodge - Fort Saskatchewan							
	- Operating Expense	275	-	275	-	275	839	(564)
	- Operating Expense funded by Lotteries	250	-	250	-	250	250	-
2.3.38	Spruce View Manor - Gibbons							
	- Operating Expense	270	-	270	200	470	631	(161)
	- Operating Expense funded by Lotteries	175	-	175	-	175	175	-
2.3.39	Hanna Lodge - Hanna	-	-	-	-	-	1	(1)
2.3.40	Medicine Tree Manor - High River	-	-	-	-	-	1	(1)

MINISTRY OF INFRASTRUCTURE
SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.3.41	Homesteader Lodge - Hines Creek	10	-	10	-	10		10
2.3.42	Holden Lodge - Holden	20	-	20	-	20	11	9
2.3.43	Pioneer Home - Hythe	10	-	10	-	10	6	4
2.3.46	Lacombe Senior Citizens Lodge - Lacombe							
	- Operating Expense	370	-	370	-	370	141	229
	- Operating Expense funded by Lotteries	1,500	-	1,500	-	1,500	1,500	-
2.3.47	Planeview Manor - Leduc	10	-	10	-	10	4	6
2.3.48	Chateau Sturgeon - Legal	10	-	10	-	10	-	10
2.3.49	Blue Sky Lodge - Lethbridge	-	-	-	-	-	5	(5)
2.3.50	Golden Acres Lodge - Lethbridge							
	- Operating Expense	335	-	335	-	335	-	335
	- Operating Expense funded by Lotteries	500	-	500	-	500	499	1
2.3.52	Diamond Willow Lodge - Magrath	10	-	10	-	10	8	2
2.3.53	Del-Air Lodge - Manning							
	- Operating Expense	340	-	340	-	340	137	203
	- Operating Expense funded by Lotteries	1,200	-	1,200	-	1,200	1,200	-
2.3.55	Prairie Rose Lodge - Milk River	255	-	255	395	650	799	(149)
2.3.56	Heritage Lodge - Morinville	-	-	-	-	-	1	(1)
2.3.57	Father Filas Manor - Mundare	10	-	10	-	10	4	6
2.3.58	Eagle View Lodge - Myrnam	10	-	10	-	10	67	(57)
2.3.59	Silver Willow Lodge - Nanton							
	- Operating Expense	100	-	100	-	100	776	(676)
	- Operating Expense funded by Lotteries	500	-	500	-	500	500	-
2.3.60	Oyen Lodge - Oyen	10	-	10	-	10	47	(37)
2.3.61	Piyami Lodge - Picture Butte	555	-	555	250	805	838	(33)
2.3.64	Hillcrest Lodge - Provost	-	-	-	-	-	7	(7)
2.3.66	Diamond Springs Lodge - Redwater	470	-	470	340	810	888	(78)
2.3.67	Parkland Manor - Rimbey	20	-	20	-	20	10	10
2.3.69	Chateau Mission Court - St. Albert	580	-	580	245	825	1,069	(244)
2.3.70	Sunnyside Manor - St. Paul	10	-	10	-	10	1	9

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.3.71	Golden Hills Lodge - Three Hills							
	- Operating Expense	200	-	200	-	200	-	200
	- Operating Expense funded by Lotteries	500	-	500	-	500	424	76
2.2.73	Hillside Senior Citizens Lodge - Two Hills							
	- Operating Expense	155	-	155	280	435	389	46
	- Operating Expense funded by Lotteries	500	-	500	-	500	500	-
2.3.75	Vilna Lodge - Vilna	10	-	10	-	10	6	4
2.3.77	Battle River Lodge - Wainwright							
	- Operating Expense	75	-	75	-	75	-	75
	- Operating Expense funded by Lotteries	500	-	500	-	500	300	200
2.3.78	Clover Leaf Manor - Warburg							
	- Operating Expense	245	-	245	525	770	884	(114)
	- Operating Expense funded by Lotteries	500	-	500	-	500	500	-
2.3.80	Eagle Hill Manor - Willingdon	20	-	20	-	20	15	5
2.3.81	West Pine Lodge - Winfield	20	-	20	-	20	55	(35)
2.3.82	Bow Valley Site Ldge (New) Calgary	-	-	-	-	-	619	(619)
2.3.83	Bow Valley Site(#2) - Calgary	-	-	-	-	-	524	(524)
2.3.85	Porcupine Hill Ldg- Claresholm	-	-	-	-	-	32	(32)
2.3.87	Beaverhill Pioneer Ldg- Lamont	-	-	-	-	-	7	(7)
2.3.88	Piper Creek Lodge - Red Deer	-	-	-	-	-	48	(48)
2.3.89	Condition Analysis	-	-	-	-	-	114	(114)
2.3.90	The Homestead Lodge- Vegreville	-	-	-	-	-	56	(56)
	Treasury Board Minute	-	-	-	1,900	1,900	-	1,900
	Total Sub-program	16,200	-	16,200	4,900	21,100	21,319	(219)
2.4	**Construction and Upgrading of Facilities**							
2.4.1	Accommodation Services							
	- Operating Expense	10,550	-	10,550	2,000	12,550	14,370	(1,820)
	- Capital Investment	5,750	-	5,750	-	5,750	2,596	3,154

MINISTRY OF INFRASTRUCTURE
SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
2.4.2	Cross-Government Initiatives					Z		
	- Operating Expense	2,750	-	2,750	-	2,750	2,730	20
	- Capital Investment	250	-	250	-	250	188	62
2.4.3	Facilities Maintenance							
	- Operating Expense	9,675	-	9,675	5,000	14,675	14,466	209
	- Capital Investment	-	-	-	-	-	42	(42)
2.4.4	Family and Youth Court - Calgary	-	-	-	-	-	63	(63)
	Total Sub-program	28,975	-	28,975	7,000	35,975	34,455	1,520
2.5	**Construction and Upgrading of Water Infrastructure**							
2.5.1	Little Bow River Project - Champion							
	- Operating Expense	-	-	-	-	-	24	(24)
	- Capital Investment	4,700	-	4,700	-	4,700	4,100	600
	- Capital Investment funded by Lotteries	6,000	-	6,000	-	6,000	6,000	-
2.5.2	Pine Coulee Project - Stavely							
	- Capital Investment	1,000	-	1,000	3,000	4,000	2,835	1,165
2.5.3	St. Mary Dam Spillway Replacement Project							
	- Capital Investment	4,100	-	4,100	-	4,100	950	3,150
	- Capital Investment funded by Lotteries	10,000	-	10,000	-	10,000	10,000	-
2.5.4	South Hearth River Project							
	- Capital Investment	-	-	-	1,500	1,500	357	1,143
2.5.5	East Arrowwood Syphon Replacement Project							
	- Capital Investment	2,000	-	2,000	-	2,000	2,047	(47)
	- Capital Investment funded by Lotteries	4,000	-	4,000	-	4,000	4,000	-
2.5.6	Carlsland Bow River Headworks Rehabilitation							
	- Capital Investment	-	-	-	5,500	5,500	2,273	3,227
	Total Sub-program	31,800	-	31,800	10,000	41,800	32,586	9,214
		394,680	(2,385)	392,295	91,900	484,195	472,883	11,312

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget
For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
National Infrastructure Program								
3.0.1	Support Services	97	-	97	-	97	58	39
3.0.2	National Infrastructure Program	100	-	100	-	100	293	(193)
		197	-	197	-	197	351	(154)
Partnerships For Municipal and Rural Utilities								
4.0.1	Municipal Water and Wastewater Grants	19,050	-	19,050	16,000	35,050	34,913	137
		19,050	-	19,050	16,000	35,050	34,913	137
School Facilities								
5.0.1	Support Services	1,019	-	1,019	-	1,019	965	54
5.0.2	School Facilities	140,030	-	140,030	-	140,030	142,330	(2,300)
5.0.3	Post Secondary Institutions	60,700	-	60,700	38,000	98,700	98,600	100
		201,749	-	201,749	38,000	239,749	241,895	(2,146)
Transportation Services								
6.0.1	Transportation Services							
	Operating Expense	2,220	-	2,220	-	2,220	2,803	(583)
	Capital Investment	1,000	-	1,000	-	1,000	561	439
		3,220	-	3,220	-	3,220	3,364	(144)
Construction and Operation of Transportation Systems								
	Program Delivery and Safety Services							
7.1.1	Traffic Safety Services	18,980	-	18,980	-	18,980	18,715	265
7.1.2	Planning and Technical Services	9,019	-	9,019	-	9,019	9,094	(75)
7.1.3	Traffic Safety Board	559	-	559	-	559	491	68
7.1.4	Regional Services							
	Operating Expense	11,400	-	11,400	-	11,400	11,418	(18)
	Capital Investment	-	-	-	-	-	-	-
		39,958	-	39,958	-	39,958	39,718	240
	Construction and Operation of Primary Highway System							
7.2.1	Primary Highway Construction							
	Operating Expense	7,000	-	7,000	-	7,000	7,054	(54)
	Capital Investment	73,100	-	73,100	-	73,100	81,833	(8,733)

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget

For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
7.2.2	Primary Highway Maintenance							
	Operating Expense	97,000	-	97,000	-	97,000	86,979	10,021
	Capital Investment	-	-	-	-	-	8,689	(8,689)
7.2.3	Primary Highway Rehabilitation	86,000	-	86,000	-	86,000	84,210	1,790
		263,100	-	263,100	-	263,100	268,765	(5,665)
	Other Provincial Roads and Infrastructure							
7.3.1	Public Roads on Indian Reserves and Métis Settlements							
	Operating Expense	2,000	-	2,000	-	2,000	1,891	109
	Capital Investment	4,700	-	4,700	-	4,700	2,669	2,031
7.3.2	Anciliary Infrastructure							
	Operating Expense	3,000	-	3,000	-	3,000	3,236	(236)
	Capital Investment	1,400	-	1,400	-	1,400	1,436	(36)
7.3.3	North/South Trade Corridor							
	Operating Expense	16,000	-	16,000	60,000	76,000	75,458	542
	Operating Expense funded by Lotteries							-
	Capital Investment	14,500	-	14,500	-	14,500	19,863	(5,363)
	Capital Investment funded by Lotteries	65,000	-	65,000	-	65,000	65,000	-
		106,600	-	106,600	60,000	166,600	169,553	(2,953)
	Rural Municipal Transportation Partnerships							
7.4.1	Grants to Rural Municipalities	52,000	-	52,000	20,000	72,000	70,693	1,307
7.4.2	Resource Roads							
	Operating Expense	20,000	-	20,000	-	20,000	23,884	(3,884)
	Capital Investment	4,000	-	4,000	-	4,000	228	3,772
7.4.3	Grants to Transitioning Municipalities	11,500	-	11,500	-	11,500	11,483	17
7.4.4	Secondary Highways	90,000	-	90,000	15,000	105,000	102,407	2,593
		177,500	-	177,500	35,000	212,500	208,695	3,805

Schedule 5 continued

Comparison of Expenses by Element to Authorized Budget

For the year ended March 31, 2000

(in thousands)

		1999-2000 Estimates Restated (a)	Encumbrance (b)	Budget Restated	Voted Supplementary (c)	1999-2000 Authorized Budget	1999-2000 Actual Expense	Unexpended (Over Expended)
	Urban Transportation Partnerships							
7.5.1	Alberta Cities Transportation Partnership Operating Expense	113,000	-	113,000	315,000	428,000	428,548	(548)
	Operating Expense funded by Lotteries	6,700	-	6,700	-	6,700	6,700	-
7.5.2	Grants to Towns and Villages	12,000	-	12,000	15,000	27,000	28,755	(1,755)
		131,700	-	131,700	330,000	461,700	464,003	(2,303)
	Financial Transactions							
7.6.1	Capital Amortization	98,680	-	98,680	-	98,680	100,668	(1,988)
7.6.2	Consumption of inventories	-	-	-	9,500	9,500	9,043	457
		98,680	-	98,680	9,500	108,180	109,711	(1,531)
		817,538	-	817,538	434,500	1,252,038	1,260,445	(8,407)
		$ 1,540,088	(2,385)	1,537,703	581,954	2,119,657	2,112,031	7,626

(a) Effective April 1, 1999 the Ministry was established as a result of a major reorganization announced by the Government and other transfers of responsibility announced during the year.

This budget amount has restated the 1999 - 2000 Government and Lottery Fund Estimates that were approved on April 29, 1999 for both the reorganization and other transfers of responsibility authorized during the year.

(b) In the event that actual voted expenses or capital investments in the prior year exceeded that authorized, the difference is known as an encumbrance. The encumbrance reduces the budgeted amount for voted expenses in the current year.

(c) Supplementary Estimates were approved on December 9, 1999 and March 14, 2000. Treasury Board approved $ 1.9 million of additional spending on dedicated revenue initiatives pursuant to section 29(1.1) of the Financial Administration Act.

MINISTRY OF INFRASTRUCTURE

SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS

Salary and Benefits Disclosure

For the year ended March 31, 2000

Schedule 6

	2000			1999
	Salary (1) (2)	Benefits and Allowances (1) (3)	Total	Total
CURRENT EXECUTIVES (1)				
Deputy Minister (4)	$ 171,806	$ 5,910	$ 177,716	$ 154,358
Other Executives				
Chair, Transportation Safety Board and responsible for Traffic Safety Services	122,013	23,492	145,505	133,045
Assistant Deputy Minister, Property Development (5)	121,766	28,570	150,336	138,418
Assistant Deputy Minister, Corporate Services (6)	121,766	35,716	157,482	142,166
Assistant Deputy Minister, Property and Supply Management	119,756	21,790	141,546	125,061
Assistant Deputy Minister, Transportation and Civil Engineering (7)	118,326	29,985	148,311	130,079
FORMER EXECUTIVES (1)				
Assistant Deputy Minister, Planning and Technical Services (8)	40,375	7,948	48,323	111,517
Assistant Deputy Minister, Property Development (9)	28,694	3,702	32,396	127,631

(1) Prepared in accordance with Treasury Board Directive 12/98. The schedule includes the salary and benefits of:

Current Executives:
This includes the salary and benefits of the last incumbent. Where the last incumbent has held the position for part of the year, his/her salary and benefits as an executive in previous positions within the government reporting entity are also included.

Former Executives :
This includes the salary and benefits of former executives who left the government during the year or who no longer hold an executive position with the government.

(2) Salary includes regular base pay, bonuses, overtime and lump sum payments.
(3) Benefits and allowances include the government's share of all employee benefits and contributions or payments made on behalf of employees including pension, health care, dental coverage, group life insurance, short and long term disability plans, WCB premiums, professional memberships and tuition fees.

(4) Automobile provided, no dollar amount included in benefits and allowances figures.
(5) Benefits and Allowances includes a vacation payout of $ 6,155 in fiscal 1999 - 2000. Incumbent assumed the position on August 30, 1999.

(6) Benefits and allowances includes a vacation payout of $ 13,541 in fiscal 1999 - 2000.

(7) Benefits and allowances includes a vacation payout of $ 8,046 in fiscal 1999 - 2000.

(8) Position was eliminated on August 30, 1999 as a result of reorganization

(9) Former incumbent retired in July, 1999 and a vacant executive position was eliminated as a result of reorganization.

SCHEDULE TO CONSOLIDATED FINANCIAL STATEMENTS **Schedule 7**

Related Party Transactions

For the year ended March 31, 2000

Related parties are those entities consolidated in the Province of Alberta's financial statements. Related parties also include management in the Department.

The Department and its employees paid certain taxes and fees set by regulation for permits, licenses and other charges. These amounts were incurred in the normal course of business, reflect charges applicable to all users, and have been excluded from this Schedule.

The Department had the following transactions with related parties recorded at the amount of consideration agreed upon between the related parties:

	(in thousands) Other Entities	
	2000	1999
Revenues		
Lottery Fund	$ 291,700	$ 130,000
Postage/Courier	3,092	2,823
Parking/Rental	2,195	2,059
Air Transportation	4,186	5,052
Executive Vehicles/Central Vehicle Operations	2,066	2,793
	$ 303,239	$ 142,727
Expenses		
Other Services	$ 291	-
	$ 291	$ -
Capital Assets Transferred to others (net)	$ 47,831	$ 4,717
Amounts Receivable from Others for Air Transportation Services	$ 402	$ -

The Department also had the following transactions with related parties for which no consideration was exchanged. The amounts for these related party transactions are estimated based on the costs incurred by the service provider to provide the service. These amounts are not recorded in the financial statements.

	(in thousands) Other Entities	
	2000	1999
Revenues		
Executive Vehicles	$ 35	$ 41
Accommodation	170,612	160,700
Air Transportation	1,351	1,303
	$ 171,998	$ 162,044
Expenses		
Accommodation	1,858	2,688
	$ 1,858	$ 2,688

Entities

Government Organization Changes: 1999/2000

This schedule gives a road map of the major program/entity changes as a result of the government reorganizations in 1999/2000. The left column identifies the ministries after the government reorganizations. Some ministries are new, merged or renamed. The center column identifies the major programs/entities in which there was a change in administration to the reorganized ministries. The right column identifies which ministry these programs/entities were located in before the government reorganizations.

Ministry	Program/Entity Changes	Previous Location
Agriculture, Food & Rural Development	• Alberta Opportunity Company	Economic Development
Children's Services (New)	• Social Support to Families With Children	Former Family & Social Services
	• Family & Community Support Services	
	• Handicapped Children's Service & Daycare	
Community Development	• Francophone Secretariat	Former Intergovernmental & Aboriginal Affairs
	• Protection for Persons in Care	Former Family & Social Services
	• Housing & Alberta Social Housing Corporation	Municipal Affairs
Economic Development	• Foreign Agriculture Marketing	Agriculture, Food & Rural Development
Executive Council	• Government Protocol	Former Intergovernmental & Aboriginal Affairs
Gaming (New)	• Community Lottery Grant Program	Community Development
	• Lottery Fund and some Lottery Funded Programs	Economic Development
	• Alberta Gaming and Liquor Commission	

Ministry	Program/Entity Changes	Previous Location
Government Services	• Consumer & Corporate Services and Registry Services	Municipal Affairs
(New)	• Regulatory Review	Treasury
Health & Wellness (Formerly Health)	• Alberta Alcohol & Drug Abuse Commission	Community Development
	• Services to Persons with Development Disabilities	Former Family & Social Services
Human Resources & Employment (New)	• Income Support to Individuals & Families • Employment & Training Support • Supports to Dependent Adults	Former Family & Social Services
	• Workplace Services • Labour Relations	Former Labour
	• Personnel Administration Office • Career Development • Labour Market Development Agreement	Former Advanced Education & Career Development
Infrastructure (Merger of Public Works, Supply & Services and Transportation & Utilities)	• School & Post-Secondary Facilities	Former Education and Advanced Education & Career Development
Innovation & Science (Formerly Science, Research & Information) Technology)	• Alberta Agricultural Research Institute	Agriculture, Food & Rural Development
	• Information Technology Services	Former Public Works, Supply and Services
	• University Research Excellence • University Intellectual Infrastructure (now in University Research Investments)	Former Advanced Education & Career Development
	• Technology Commercialization Initiatives	Economic Development
Justice	• Mediation Services	Former Family & Social Services
Municipal Affairs	• Safety Services • Freedom of Information & Protection of Privacy	Former Labour
	• Disaster Services	Former Transportation & Utilities

Ministry	Program/Entity Changes	Previous Location
Resource Development (Formerly Energy)	• Northern Development	Executive Council
	• Forest Products Development	Economic Development & Environment
Treasury	• Employment Pensions	Former Labour

Other Renamed or Merged Ministries

Environment (formerly Environmental Protection)
International and Intergovernmental Relations (formerly Intergovernmental & Aboriginal Affairs)
Learning (merger of Education and Advanced Education & Career Development)

Entities included in the consolidated government reporting entity

Ministry, Department, Fund or Agency	Ministry Annual Report
Agriculture Financial Services Corporation	Agriculture, Food and Rural Development
Alberta Agricultural Research Institute	Innovation and Science
Alberta Alcohol and Drug Abuse Commission	Health and Wellness
Alberta Dairy Control Board	Agriculture, Food and Rural Development
Alberta Energy and Utilities Board	Resource Development
Alberta Foundation for the Arts	Community Development
Alberta Gaming and Liquor Commission	Gaming
Alberta Government Telephones Commission, The	Treasury
Alberta Heritage Foundation for Medical Research Endowment Fund	Treasury
Alberta Heritage Savings Trust Fund	Treasury
Alberta Heritage Scholarship Fund	Treasury
Alberta Historical Resources Foundation, The	Community Development
Alberta Informatics Circle of Research Excellence Inc.	Innovation and Science
Alberta Insurance Council	Treasury
Alberta Municipal Financing Corporation	Treasury
Alberta Oil Sands Technology and Research Authority	Innovation and Science
Alberta Opportunity Company	Agriculture, Food and Rural Development
Alberta Pensions Administration Corporation	Treasury
Alberta Petroleum Marketing Commission	Resource Development
Alberta Research Council Inc.	Innovation and Science
Alberta Risk Management Fund	Treasury
Alberta School Foundation Fund	Learning
Alberta Science, Research and Technology Authority	Innovation and Science
Alberta Securities Commission	Treasury
Alberta Social Housing Corporation	Community Development
Alberta Sport, Recreation, Parks and Wildlife Foundation	Community Development
Alberta Treasury Branches	Treasury
ATB Investment Services Inc.	Treasury

Ministry, Department, Fund or Agency, continued	Ministry Annual Report, continued
Awasak Child and Family Services Authority	Children's Services
Calgary Rocky View Child and Family Services Authority	Children's Services
Child and Family Services Authority – Region 13	Children's Services
Child and Family Services Authority – Region 14	Children's Services
Credit Union Deposit Guarantee Corporation	Treasury
Crop Reinsurance Fund of Alberta	Agriculture, Food and Rural Development
Department of Agriculture, Food and Rural Development	Agriculture, Food and Rural Development
Department of Children's Services	Children's Services
Department of Community Development	Community Development
Department of Environment	Environment
Department of Gaming	Gaming
Department of Health and Wellness	Health and Wellness
Department of Innovation and Science	Innovation and Science
Department of Justice	Justice
Department of Learning	Learning
Department of Resource Development	Resource Development
Department of Treasury	Treasury
Diamond Willow Child and Family Services Authority	Children's Services
Environmental Protection and Enhancement Fund	Environment
Gainers Inc.	Treasury
Government House Foundation, The	Community Development
Hearthstone Child and Family Services Authority	Children's Services
Historic Resources Fund	Community Development
Human Rights, Citizenship and Multiculturalism Education Fund	Community Development
Keystone Child and Family Services Authority	Children's Services
Lottery Fund	Gaming
Ma'Mowe Capital Region Child and Family Services Authority	Children's Services
Metis Settlements Child and Family Services Authority	Children's Services
Ministry of Agriculture, Food and Rural Development	Agriculture, Food and Rural Development
Ministry of Children's Services	Children's Services
Ministry of Community Development	Community Development
Ministry of Economic Development[1]	Economic Development
Ministry of Environment	Environment
Ministry of Executive Council [1]	Executive Council
Ministry of Gaming	Gaming
Ministry of Government Services[1]	Government Services
Ministry of Health and Wellness	Health and Wellness
Ministry of Human Resources and Employment[1]	Human Resources and Employment
Ministry of Infrastructure[1]	Infrastructure
Ministry of Innovation and Science	Innovation and Science
Ministry of International and Intergovernmental Relations[1]	International and Intergovernmental Relations
Ministry of Justice	Justice
Ministry of Learning	Learning
Ministry of Municipal Affairs[1]	Municipal Affairs
Ministry of Resource Development	Resource Development

Ministry, Department, Fund or Agency, continued	Ministry Annual Report, continued
Ministry of Treasury	Treasury
N.A. Properties (1994) Ltd.	Treasury
Natural Resources Conservation Board	Environment
Neegan Awas'sak Child and Family Services Authority	Children's Services
Persons with Developmental Disabilities Calgary Region Community Board	Health and Wellness
Persons with Developmental Disabilities Central Alberta Community Board	Health and Wellness
Persons with Developmental Disabilities Edmonton Community Board	Health and Wellness
Persons with Developmental Disabilities Foundation	Health and Wellness
Persons with Developmental Disabilities Michener Centre Facility Board	Health and Wellness
Persons with Developmental Disabilities Northeast Alberta Community Board	Health and Wellness
Persons with Developmental Disabilities Northwest Alberta Community Board	Health and Wellness
Persons with Developmental Disabilities Provincial Board	Health and Wellness
Persons with Developmental Disabilities South Alberta Community Board	Health and Wellness
Ribstone Child and Family Services Authority	Children's Services
S C Financial Ltd.	Treasury
Sakaigun Asky Child and Family Services Authority	Children's Services
Sakaw Askiy Child and Family Services Authority	Children's Services
Silver Birch Child and Family Services Authority	Children's Services
Southeast Alberta Child and Family Services Authority	Children's Services
Sun Country Child and Family Services Authority	Children's Services
Supplementary Retirement Plan Reserve Fund	Treasury
Victims of Crime Fund	Justice
West Yellowhead Child and Family Services Authority	Children's Services
Wild Rose Foundation, The	Community Development
Windsong Child and Family Services Authority	Children's Services

[1] Ministry includes only the department so separate department financial statements are not necessary.

Entities not included in the consolidated government reporting entity

Fund or Agency	Ministry Annual Report
Alberta Cancer Board	Health and Wellness
Alberta Heritage Foundation for Medical Research	Innovation and Science
Alberta Mental Health Board	Health and Wellness
Alberta Teachers' Retirement Fund Board	Learning
Improvement Districts Trust Account	Municipal Affairs
Local Authorities Pension Plan	Treasury
Long-Term Disability Income Continuance Plan -Bargaining Unit	Human Resources and Employment
Long-Term Disability Income Continuance Plan - Management, Opted Out and Excluded	Human Resources and Employment
Management Employees Pension Plan	Treasury
Provincial Judges and Masters in Chambers Pension Plan	Treasury
Public Post Secondary Institutions[2]	Learning
Public Service Management (Closed Membership) Pension Plan	Treasury
Public Service Pension Plan	Treasury
Regional Health Authorities	Health and Wellness
School Boards[2]	Learning
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